

The London and China Telegraph

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

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A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—Yokohama	Apr. 17	June 9	June 12
Nagasaki			June 14
Hakodadi			
CHINA—Peking			June 10
Tien-tsin			
Chefoo			
New-chwang			
Hankow			June 15
Kin-kiang			June 15
Chin-kiang			
Shanghai	Apr. 26	June 15	June 21
Ningpo			
Poo-Chow			June 18
Formosa—Tamsuy			
Amoy			June 20
Swatow			
Hong Kong	May 10	June 17	June 25
Canton			
Macao			
PHILIPPINES—			
Manila			June 20
COCHIN-CHINA—			
Saigon			June 28
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			June 23
MALACCA STRAITS—			
Singapore	May 26	June 27	July 2
Penang			

The next P. & O. mail, with Hong Kong dates to June 29, is expected on the 13th instant. Telegrams have been received, via Galle, in advance of the mail leaving Hong Kong on the 12th July. Via Kiachta telegrams from Shanghai are in to July 9.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Enxine*, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Singapore: Capt. Formoehy. To Hong Kong: Mr. Stratford, R.N., Mr. Grant, R.N., Mr. Platt, R.N., Mr. Blackburn, Mr. C. Jackman. To Ceylon: Mr. and Mrs. Milne.

From Marseilles, Aug. 12.—To Yokohama: Mr. Fredrick de Piécher. To Shanghai: Count de Mont Blanc and five Japanese gentlemen.

Per P. and O. steamer *Columbian*, from Southampton, August 20.—To Shanghai: Mr. A. E. Hippley. To Ceylon: Rev. J. Pickford, Rev. Griffith. To Hong Kong: Mr. Oldknow, R.N., Mr. Toxdale, Mr. Vercoe, Mr. White, Mr. Lugden, Mr. Pinkis, Mr. Lamley. To Singapore: Mr. Kellock, R.N.

Per P. and O. steamer, from Marseilles, September 4.—To Hong Kong, via Bombay: Mr. C. J. Alford.

Per P. and O. steamer, from Southampton, September 4.—To Hong Kong: Mr. and Mrs. G. W. Caine and child. Miss M. Middlemist, Mr. Lucas, Lieut. Spaight. To Singapore: Mr. Isenonger. To Shanghai: Mr. E. Price.

From Marseilles, September 12.—To Singapore: Mr. and Mrs. C. Heinszen, Mr. J. W. Miller. To Penang: Mr. L. Zander. To Hong Kong: Mr. and Mrs. Schenermann. From Suva to Hong Kong—The Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Budd and two children, Miss Piachand. To Singapore: Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn. To Shanghai: Mr. D. Brand. To Ceylon: Mr. Morris.

Per P. and O. steamer, from Southampton, October 4.—To Ceylon: Mr. G. Crowe.

From Marseilles, October 12.—To Ceylon: Mr. J. Murdoch, Mr. and Mrs. Armitage. To Hong Kong: Mr. T. Pyke, Mr. T. Porter.

Per P. and O. steamer, from Southampton, October 20.—To Hong Kong: Mr. Armstrong, Miss Caldwell.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child. To Hong Kong: Mrs. J. Haffenden.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates hence are to the 12th June. The English mail of the 10th and the French mail of the 17th April arrived out on the 2nd and 9th of June respectively, the latter conveying London telegrams to May 16. The present mail brings but

few items of interest. The following is from the *Japan Herald's* mail summary:—

When our last summary left, H.E. the British Minister had just returned from Osaka in H.M.S. *Basilisk*. To the information already given respecting the ministerial visit we have nothing to add. It is now with us as a thing of the past, and it is not likely to be again brought very prominently forward until such time as preparations may be necessary for carrying into effect the settlement of the new ports. H.E. the French Minister arrived in H.I.M.S. *Guerriere* from Nagasaki on the 7th June; and by the French mail steamer H.E. Mons. Kint de Rodenbeck, the Belgian Minister, returned to, and H.E. M. le Comte de la Tour, the Minister for his Majesty the King of Italy, arrived in Japan. The foreign residents are now hopeful that the greater question of the opening of the ports being settled, and that so satisfactorily, Ministers will turn their attention to the wants of the existing settlements, and more particularly of Yokohama. In spite of the unsatisfactory condition of trade, which has led some houses to close their establishments here altogether, the foreign quarters are increasing, and every day the want of good municipal arrangements is more and more experienced. To this end last year the land-owners proposed a set of "land regulations" to the Ministers which, although dated October, 1866, and sent in about that time, have never since been heard of, and the public are now becoming impatient to hear something from the Ministers upon the subject. An impression has got abroad that in their present shape those "land regulations" will be inoperative. If the Ministers are of this opinion, they might point out in what particular they are likely to be so, and try to devise a scheme that shall be binding upon all. At present, things are in a most unsatisfactory state, and they must remain so until Ministers speak.

In all respects an improvement in business may shortly be looked for. The last few months, although so comparatively inactive and generally unsatisfactory, have seen several important restrictions removed and improvements introduced by the Japanese Government, and the effect of allowing the free import of rice has been all for good. Whether the Japanese will ever see their way, as some seem to think they will, to "free trade" is very problematical, but they evidently begin to acknowledge the advantage of the non-prohibition of imports. It will take them some time yet perhaps to see that equal freedom of export is likewise desirable. They will not immediately comprehend that we shall not take their rice unless we can make a profit upon it, and the people who are now lauding the importers of their staff of life in the time of their great need would cry out loudly against the first appearance of purchasers among foreigners for export, even though they should have ever such a superabundance in the country.

The advent of the warm weather operating on the humid soil of the settlement, aided by bad drainage and by fetid influences arising in the Creek and on its banks, has produced a great deal of fever, which at length became alarming and led to a public meeting. A committee was appointed to draw up a memorial on the subject to Sir Harry Parkes and the other foreign Ministers. The following is a copy of this document:—

To his Excellency Sir HARRY PARKES, K.C.B., &c. &c.

Sir,—In obedience to a resolution formed at a public meeting held this

day at No. 57, we beg to petition your Excellency on behalf of this community to carry into effect the wishes expressed in the following resolutions unanimously adopted at the meeting, viz:—

1.—“That this meeting do petition the Ministers to require from the Japanese Government that the necessary channel and outlet in connection with the Homura tidal drain be immediately made, in accordance with the report of the Sanitary Committee of the Municipal Council, and that furthermore the stagnant ditch and cesspool behind the native town be immediately flushed by sea water, as such evils originate the foul stench which can no longer be tolerated, and which is so productive of sickness, but that on no account the filling in of the swamp be delayed.”

2.—“That this meeting do pledge themselves to support the efforts of the Municipal Council to benefit and improve this settlement, and do urge the Ministers to adopt the proposed land regulations on behalf of their respective Governments, or suggest some better mode of meeting the requirements of this settlement.”

We trust your Excellency will deem fit to adopt the remedies suggested with a view to improve the sanitary condition of our settlement, and by enforcing immediate action on the part of the Japanese Government to prevent further inroads of the sickness now so prevalent amongst both natives and foreigners.

With reference to the second resolution, your Excellency will at once realise the importance of either enlarging the power of the Municipal Council by some such scheme as set forth in the land regulations laid before your Excellency last October, or by responding with some suggestion of your own that will better meet the requirements of this community, now represented by the Municipal Council.

Your petitioners make bold to avail of the present exigency, which may seem to us more alarming than it can to those not resident on the spot, to fervently urge the extreme importance of the very earliest possible attention to this appeal of the Community of Yokohama.

The scheme for building a theatre is abandoned until a more hopeful period—when money is more plentiful and there is less disinclination to go in for public amusements.

Thieves are as active in and out of the settlement as ever. A few nights ago a little 6-ton sailing-boat was robbed at her moorings of her sails, and a day or two later an engineer in the settlement was robbed of between \$400 and \$500.

By H.L.M.'s transport ship *Creuse*, from Saigon, there arrived 20 Arab horses, as a present from the Emperor of the French to the Shioogoon. The whole have been landed in fair condition, and a valuable addition they will be to the Shioogoon's stud. The Count d'Incourt is charged with the mission of presentation.

COMMERCIAL.—*Silk*: Settlements had been on very limited scale since the 29th May, when the 10th of April mail arrived with reports of war imminent in Europe, and of a large crop in China. Transactions ceased for three or four days; prices fell in consequence, and induced a few buyers to resume purchases but to such a small extent that the settlements of this fortnight do not amount to much more than 100 piculs. They consist almost entirely of medium and inferior Hank Silks, on which we may report a fall of from \$20 to 50 according to quality. The best on offer have been paid from \$870 to 850 and a small parcel of very fine Mybashi is held at \$900. The other descriptions have been quite neglected, and our quotations of them are nominal. Under less unfavorable circumstances the settlements of this fortnight could by no means have been large as arrivals added only 100 piculs to a stock reported in our last to consist of 200 or 250 piculs of the secondary and inferior sorts which form the bulk of a comparatively heavy unsold stock at home. The news brought by the French mail has produced a slight reaction and prices are firmer. Reports from the interior regarding the new crop unanimously agree in representing the production as being superior to that of last year—musters may come to hand in a week or two, but no arrivals of new silks are expected before the middle of July. *Tea*: There is no new feature to notice in our tea market. The new crop comes forward but slowly, the few samples shown are of a very medium quality, and the price talked of by the native dealers is so very high as almost to prevent any business being done unless some considerable reduction is made. The stock of new tea in the hands of the natives here is about 200 piculs. There have been a few settlements of new tea at rather high rates. We hear from native sources that 260 piculs have been placed at from \$28 to 28.50 per picul. In old tea there remains a stock of say 2,000 piculs, principally of common kinds; this will most likely be worked off by the teamen by mixing it with the new crop. We hear of settlements to the extent of about 300 piculs, of which about 100 piculs were good medium to fine kinds. The settlements of both old and new teas amount to 560 piculs for the fortnight. *Freights*: To London: Cotton and Tea, £3 to £3 10s. per ton; Silk, £4 to £4 10s. per ton of 50 cubic feet. To San Francisco: Light Freight, \$6 to 8 per ton of 40 cubic feet. Per Steamer, \$15. New York per sailing vessel, £2 10s. to £3. Steamer, \$45 per 40 feet. *Exchange*: Owing to the warlike news brought by the mail of 10th April, sterling rates immediately dropped 1d., and business remained *in statu quo* until the arrival of the French mail of 17th idem, the peaceful tenor of later advices causing a reactionary improvement. Scarcely any demand has existed for bank paper during the whole fortnight, the principal business done being in private at from 4s. 5½d. to 4s. 6d., at which rates close very firm.

MAGASAKI.

We have advices from this port to the 14th June. The chief item of intelligence relates to an attack made by a Japanese, on the night of the 13th inst., on two of the crew of the American barque *Valetta*. It appears that the two men were walking down the street to go on board their ship when they were met by the Japanese in question, who, without any apparent cause, instantly drew his sword and very nearly severed the head of one of the men off, inflicting a severe gash

in the arm of the other; the former man was found dead on the spot where he fell, and the other, we were informed, is recovering from his wound. The Japanese had not been apprehended at the time of the *Feelooong's* leaving. Nobody appears to be able to give any information on the subject, and it is generally thought in Nagasaki that the men have been intoxicated, and have insulted a Yacouin. It is stated, however, that the deceased had been three years in the vessel, and had always conducted himself in a proper manner—a fact which renders the supposition that he misconducted himself somewhat unlikely.

The following is from Messrs. Alt and Co.'s Market Report, dated June 1:—

IMPORTS.—Our market continues in the same unsatisfactory state as at the date of our last report, and the same difficulties in our Exchange preclude the possibility of our making profitable sales, except in barter against native produce. Lawns show a slight advance in value, and stocks are low. T-Cloths in demand at quotations; none in stock. Handkerchiefs inquired for. Turkey Red Cambrics: 2½ catty wanted, but lighter goods are unsaleable. Grey Shirtings: 7lbs. wanted, and none in the place, but 8½lbs. goods are in large stock. Yarn is in fair stock, with but small demand. White Shirtings continue to be inquired for. White Brocades are in small stock, with daily inquiries. Lustre Orleans saleable at quotations. Metals: Nail Rod Iron (small sizes), Bar and Pig Iron, are in increased demand with light stocks. Spelter, Tin Plates and Lead are also saleable at quotations, and of the former there are no stocks. Of English Coal there is none in the place. The following vessels have been sold to the Japanese during the past month:—The steamers Nepal and Emperor, the barque Corea, and the schooner Alma. The steamers Ayrshire Lass and the Viola have been taken back by the foreigners from the natives.

EXPORTS.—Our produce markets generally have not been active during the past few weeks. Tobacco and Galls have been in small supply, and only a limited business has been done in the former at firm rates. Stocks of Wax have accumulated, and in the absence of any extensive inquiry prices have declined. Sales of Rapeseed Oil have been made at figures showing a turn in favour of buyers. The Tea market has been dull, owing to further unfavourable advices having been received of the home markets. A few musters of the new crop leaf have been shown, but the Teas are not expected in bulk within the next fortnight. Silk: There are several parcels now in stock, and further supplies are said to be coming forward shortly. Musters have been shown of parcels aggregating about 25 pla., but there are no sales reported.

EXCHANGE.—We quote 6 months' sight private paper on London 4s. 6d. per dollar. Drafts on Shanghai 10 days' sight, 1½ to 2 per cent. premium. On Hong Kong no rate is quotable. New Ichibous are nominally worth at present 335 to 340 per 100 dols., but goods are only saleable for Niboo, which are taken in payment for drafts at the rate of 350 to 360. Old Boos are worth 12 to 13 per cent. more than new ones, but they are never given in payment for goods, and are, as well as new ones, very difficult to obtain.

FREIGHTS.—For general cargo to London the rate is £3 5s. per ton of 50 cubic feet. For Tea there is no vessel on the berth for either England or America. For Shanghai the rate is 3 dols. to 4 dols. per ton of 40 cubic feet, and to Hong Kong 4 dols. is quoted.

CHINA.] TIENTSIN.

Owing to the continued absence of rain, the water routes from Tientsin into the interior remain in an unnavigable state for laden boats. Both the autumn and spring seed has failed, and the food of the people is daily becoming dearer. There is no demand for tonnage, as produce cannot come here. A correspondent of the *North China Daily News* writes as follows:—“On the 4th June we observed, about 2 P.M., the sky looking very black in the north-west. To new residents it looked like rain, but the old residents at once saw that a terrific dust storm was rushing over the earth from the north-west towards Tientsin. About 2.30 P.M. the dust storm reached the British settlement, when it became as dark as at midnight, the wind blowing fearfully. This lasted for nearly an hour. If the storm had overtaken people in a large plain they would certainly have been suffocated to death. After the dust storm passed we had a little rain and a cool evening. We judge from this storm that the north-west portions of China and Mongolia are suffering dreadfully from drought. The Emperor and his Ministers, besides the mandarins in the country, are every other day visiting the temples to pray for rain. The winter and spring seed crops have all perished from the dry weather. The food of the people is daily becoming dearer, and I understand many are now only eating once a day, fearing a famine is coming, for which they must, if possible, save some money to buy food. Of course the canals continue dry, and laden junks cannot move along them. The Shanse merchants continue to decline to buy manufactures as they can not move them from here; and if the North of China and Mongolia suffer much longer from drought, the inhabitants will not have the means to buy clothing, but will require all their money to buy food. We hear that Shanse and Shense are beginning to be troubled with robbers; and that it is at present impossible for goods to move along the land routes with safety in these regions. The Governor of Shanse

gave permission last winter for the cultivation of the poppy this year in that province, under certain conditions; and if the crops are fairly gathered in this year we shall see again Chinese native drug competing against Malwa. We do not therefore expect that the consumption of Malwa opium will this year reach the amount of last year by a great deal. We do not remember ever to have seen the foreign import trade so depressed as at present, and if holders desire to realise they must do so at a great sacrifice on the prices hitherto ruling. The port is losing its shipping rapidly, and even the steamers appear here now at considerable intervals. They bring very few imports and leave with scarcely any produce."

HANKOW.

Advices from this port reach to the 15th June. We have received no papers, but take the following from Messrs. Olyphant and Co.'s Circular:—

COMMERCIAL.—*Teas*: During the past fortnight an unusually large business has been transacted, settlements to the extent of 55,019 chests and 8,353 half-chests having been reported. Prices have varied but little; finest Teas, of which the market is now cleared, being readily saleable at opening rates. The next grade of Oopacks must be quoted about a tael a picul higher, and medium Teas of this description are unchanged in value. Finest Oonahms are about 1 tael per picul dearer, taking quality into consideration, but other descriptions from this district are without change in value. The picking of the second crop will commence in a few days. We quote finest Oopacks at tla. 30 to 32 per picul, and medium to fine, tla. 28 to 29; Oonahms range from tla. 19 to 26½. Total export from 1st January to date is 11,591,467 lbs., against 7,414,926 last year.

KIUKIANG.

While Sir Rutherford Alcock was at Kiukiang an address was presented to him on the subject of opening up the Poyang Lake to small steamers. In reply, his Excellency said that the object of his visiting the ports in succession was to judge for himself by observation, and in communication with the merchants on the spot, what had been the working of the Treaty of Tientsin, and wherein it was imperfect or defective, or might with advantage be modified in the event of the revision of tariff and commercial regulation—which the contracting Powers had a right to demand next year—being deemed expedient. His Excellency observed that, however desirous he might be to effect any practical improvements, it was necessary to bear in mind that the question of modifying treaty provisions once opened it was equally the right of the Chinese Government to demand modifications on their side in what they might deem to their disadvantage. That many conditions distasteful and contrary to their wishes, if not to their interests, had been embodied in the treaty there could be no doubt; perhaps in none more certainly than the navigation of the Yangtze. It was the one stipulation most strenuously resisted and reluctantly conceded. Under these circumstances, while perfectly agreeing with the authors of the address that the opening of the navigation of the Poyang Lake would be a great gain to the foreign merchant and the port of Kiukiang, he could entertain no hope that it would be either spontaneously granted or willingly conceded by the Chinese Government. And he must repeat what he had said elsewhere, that it was not a right, and must, if the question be entertained at all, become a matter of negotiation. He would, however, willingly transmit the address to H.M.'s principal Secretary of State for Foreign Affairs, praying for this concession as the chief object, and so far as the British merchants and their interests were concerned he had no doubt, if obtainable, the advantages would be great. The Chinese would certainly object that such advantage could only be obtained at the expense of their own subjects, whose interests would be sacrificed. Junk owners, boatmen, and porters in large numbers would be thrown out of employment, setting aside all the dangers incident to the navigation by steamers of a lake, of large extent, through which there was only one narrow channel in its whole length. And whatever might be the ultimate result, or the compensation which enlarged trade might create in time, as the writers of the address assumed, not incorrectly as he thought, it might be very difficult to prove that the first effects could not be very disastrous to the classes referred to; and still more difficult to convince the Chinese authorities that they could be reasonably called upon to inflict such present injury upon their own people and incur the danger of popular trouble and discontent to swell the ranks of the insurgents and perpetuate a great evil for any further or prospective advantage. His Excellency remarked it was very melancholy to see what widespread desolation and ruin the insurgents had brought on all the surrounding country. The Yangtze itself gave the saddest evidence in the absence of all native

traffic. One of the finest rivers in the world, stretching through the breadth of a great empire, and the natural highway for the produce of districts rich in tea, cotton, and silk, had scarcely a native junk upon it between Hankow and Shanghai, a distance of 600 miles. A few foreign steamers monopolised apparently the whole traffic that remained. And if they extended the range of their operations into the Poyang Lake, the Chinese might not unnaturally anticipate a still further diminution of their own junk trade. It was essential in his opinion that treaties should be based upon principles of justice and equity with due regard to the interests of both contracting parties. In the end he believed this was the wisest and best policy, for all treaty stipulations imposing loss or wrong upon one side for the advantage of the other were likely to be broken or evaded by the party injured, and always proved a fertile source of trouble and misunderstanding.

COMMERCIAL.—Since the 1st instant a fair amount of business has been done in Tea. Considering the high rates demanded by holders, prices have been very irregular and at one time showed a decided advance on opening rates, but during the past few days settlements have been made on rather easier terms. We quote finest Ningchows at taels 28; fine do., 23 to 25. In Mohows, we hear of no business having been done. Settlements for the fortnight reach 4,699 packages. Shipments to Shanghai on native account, 8,674 packages. Stock 14,200 do. Comparative export to date, 1866-67, 5625 packages, against 1867-68, 13,325.

CHIN-KIANG.

A correspondent at this port gives the following account of an attack made by a tiger upon a Chinawoman who was sleeping in a mat cottage:—"For a long time it has been stated by the natives that a kind of tiger termed the 'dog-headed' existed on the hills of Chin-Kiang, and although the Chinese have at various times reported women and children being killed and eaten, yet for want of sufficient evidence they have never been credited by the foreigners. The matter, however, has at length been settled without doubt, for on the morning of the 15th instant there might have been seen within fifty yards of a foreign hong the remains of a poor woman who had been killed and eaten during the previous night—a thigh bone (fractured) and a pool of blood testifying to the strength and ferocity of the wild animal. It appears from a boy's statement, that he was asleep with his mother in a mat cottage, when he was awakened by an immense animal with a head like a dog dashing in and seizing his mother, who uttered but one cry; the boy ran to where other people lay, but none durst approach the beast, who had in the mean time dragged the woman a few yards from the hut and was devouring her; when daylight appeared they found but the one bone above mentioned, and the pool of blood, which were seen by various persons who had heard the report and wished to satisfy themselves by personal observation. The Chinese say the dog-headed tiger is far more formidable than the wolf, and differs in appearance, and that it was unheard of and unseen before the Taiping Rebellion."

SHANGHAI.

From this port we have advices to the 21st June. The outward mail of April 26th was delivered on the 15th June.

Sir Rutherford Alcock had passed through Shanghai on a visit to the Yangtze ports; returned to Shanghai, and left again for the South on the 17th June. The following items of news are from the *North China Herald*:—

The bean-cake trade between the northern ports and Shanghai has been the subject of much discussion. While nominally assenting to the employment in it of foreign ships, the Taotai has always exerted his influence, surreptitiously, to prevent their engagement. From official correspondence which we publish elsewhere, it will be seen that the Governor-General of Nanking has, on the representation of Sir Rutherford Alcock, directed the Taotai to issue a proclamation declaring British vessels at full liberty to engage in the northern bean trade. It is feared, however, that the same secret influence may still be exerted to neutralise the apparent consent.

A scheme is on foot for constructing a road to the Fengwang-shan hills, to facilitate approach to the only rising ground near Shanghai. We doubt, however, whether sufficient funds will be procured for the purpose.

Some dissension has taken place in the Fire Brigade in consequence of the appointment by the Commissioner of some officers to No. 2 Company without consulting the members. No objection is entertained to the officers; but it is held that, in appointing them, the Commissioner has exceeded his power; that the right of election lies with the members.

The unfortunate delay in telegrams via Kiachta, at a time when they were most anxiously looked for, is explained by the

fact of the Russian wires having broken down. Mr. Grant however expresses a hope that the accidents are over for the season, as the ice has all disappeared now.

Some Chinese house property in the Maloo, bringing in a yearly rental of \$1,080, has been sold at auction for taels 2,500.

A partial amalgamation of the local Post-office and the Packet Agency has been arranged. Both institutions will be gathered into one building, and one staff of coolies will suffice for both. The province of each will be defined; that is, the Packet Agency will cease to undertake certain duties which it now performs, to which the local office will attend exclusively. The revenues of each will of course be still distinct.

At a meeting of the British Episcopal Church Society held at the Consulate, Mr. Bryans was elected a trustee in place of Mr. Whittall. Mr. Lawrence then asked Mr. Kidner, the architect, when the new church was likely to be finished, as the present pews were dilapidated and rather draughty. Mr. Kidner was sorry the church was not likely to be finished so soon as he might perhaps have led the public to suppose six months ago. Since then various obstacles had arisen. Once or twice the workmen had struck—the strike on one occasion lasting for two or three weeks. Intimidation had been employed to prevent men who were otherwise willing to work from doing so. The greatest number that had been employed at any one time was 300, not half so many as would have been engaged if more could have been obtained. These were the only reasons why the building was getting on so slowly. Otherwise, every one connected with it was doing his best to push it forward; in fact it was the interest of every one that it should be finished as quickly as possible.

The Silk Guild has submitted to the Taotai four rules, by which they proposed that transactions with foreign merchants should in future be governed. These rules having, however, been unanimously repudiated by the Chamber of Commerce and merchants generally, the Consuls have very properly refused to recognise them. They are as follows:—

Rules as to Trade with Foreigners agreed to by the Silk Hong.

1. It has been hitherto the custom for linguists attached to the hong of silk brokers through which silk is sold to foreign hongs before the commencement of each new silk season, after finding securities, to apply to the Customs Bank for a stamped (blank) book (of forms in which is entered every transaction) in order to ensure that the duties are properly paid. For the prevention of confusion, and to specialise the responsibility, those who do not apply for the stamped books through the guild, and all unattached linguists, are forbidden to purvey silk to foreigners as brokers.

2. The basis of commerce between Chinese and foreigners being good faith, and public feeling having of late undergone a change, native merchants desired that the trade should be altered to a ready-money system. As, however, the amount of money required by such an arrangement is very large, and the matters connected with deciding the quality and weight are somewhat complicated, it is feared that this course would be inconvenient even to the most respectable merchants. A certain amount of delay must be conceded to the foreigner if he is forced to obtain advance on the silk he buys.

It is now proposed as a safeguard to both parties to make it imperative that the price of the silk is to be paid before the departure of the mail steamer.

3. As, therefore, the ready money system is impossible, it is determined that when the silk has been weighed and the price calculated, the foreign hong shall be applied to for a note giving full particulars of the goods, and fixing the date of payment, which date must be before the departure of the mail steamer. This note is to be handed over by the linguist to the silkman for him to hold till the payment is due.

4. Silk sold to a foreign merchant, even after being weighed, packed, and stowed on board the steamer, shall not be treated as his property before the payment becomes due, or if the price has not been paid in full, and if news arrives from abroad that the foreign hong has failed, application shall be made to the Consulate to have the silk returned to the original owners.

The U.S. flag-ship *Hartford* and the *Wyoming* have returned from an expedition to the southern part of Formosa, whither they had gone to inquire into and avenge the deaths of the crew of the American barque *Rover*, which vessel was wrecked on the Bashees in March last, the crew escaping in boats, but only to be treacherously murdered by the natives of Formosa on reaching their shores. A force of blue-jackets and marines—numbering 180—was landed for the purpose of destroying any villages they might find and to burn the thick jungle which afforded cover to the natives, and succeeded in destroying several collections of huts, but found the jungle too green to burn. The natives retreated, keeping up a running fire, and drew the force some miles into the interior, when the effects of the heat, the thermometer standing at 92 deg. in the shade, were so great that a halt was called. While resting, an attack was made by the natives, and in charging the attacking party, the division was drawn into an ambuscade, and the officer in

command, Staff Lieut.-Commander A. S. Mackenzie killed while leading on his men. Finding that nothing further could be done, the force retired carrying their wounded and those struck down by the sun, and on the following day the vessels retired, the Admiral deeming it imprudent to again expose the men to the heat of a tropical sun, as the jungle was too thick to admit of their penetrating it. There is however every reason to believe that effective chastisement will be meted out to the savages later in the season, when cooler weather will have set in and the jungle be dry enough to fire.

COMMERCIAL.—*Silk*: A large business has been done since last report at very full prices. The market re-opened after despatch of last mail at an advance of 30 taels on the then quotations, but owing to the anxiety to realise shown by holders, prices gradually tended downwards, until receipt of telegrams via Kiachta with positive orders from home caused great competition amongst buyers, and led to an advance of 15 to 25 taels, making No. 8 Tsatlees worth 550 to 570 taels, at which the market closes. *Teas*: Black: Settlements 8,133 chests, at 18½ taels for a small chop of old tea; 23 taels for a small chop mixed tea; 32 to 33 taels for Hohows; 34 taels for Ningehows; besides which a small chop of good Oopack is reported settled at 29. Kin-kiang teas are realising about the equivalent of up-river rates, but Hankow teas can be bought on more favourable terms. Buyers at this are afraid of the large export and not willing to operate. Stock about 27,000 chests. Total settlements in Hankow to 18th, 112,226 chests, against 101,563 at same time last year. Stock 43,000, against 29,000 at same time last year. Settlements from 13th to 14th, 9,500 chests. Green Teas: Two small chops of Shanghai-packed tea have been settled at 23.50, leaving about 5,000 half-chests in stock. The new leaf is still reported as costing very high; we cannot, however, give quotations at present. The John R. Worcester, Eliza Shaw, Challenger, City of Aberdeen, Sir Launcelot, Ajax (steamer via Hong Kong), and Gossamer have sailed for London, taking about 7,000,000 lbs. *Exchange*: The sterling rate is firm at 6s. 4d. for 4 months' sight, and 6s. 4½d. for 6 months' private bills. Sales of 4 months' sight Bank paper have been made at 6s. 3½d.

FOOCHOW.

Advices from this port are to the 18th June. The *Ariel* was towed to sea by the steamer *Undine* on the 13th, so that the *Mailand* has 13 days' start of her; the *Serica*, 11 days; *Taeping*, 9 days; *Fiery Cross*, 8 days; *Ziba*, 5 days; *Flying Spur*, 4 days; *Taiting*, 4 days; *Black Prince*, 3 days; *Yangtze*, 12 hours. Although nine ships left before the *Ariel*, she obtained 10s. per ton more than the ruling freight, and although defeated last season, there are many "backers" to be found ready even now to take her "against the field" at "evens."

COMMERCIAL.—A good business has been done in *Congous* since date of last report, settlements amounting to about 45,000 chests. Arrivals from the interior have been large, and include many fine teas, and prices of all descriptions have given way somewhat, a decline of as much as 2 or 3 tils. on fine grades being noticeable in some instances. At the close buyers showed little disposition to operate, and rates were weak, with a downward tendency. Stock was estimated at 26,000 chests. The Souchong market was opened on the 10th inst., tils. 42.8 o. b. (or about 8 tils. under last season's opening rates), and some 4,000 chests have since found buyers, latest settlements showing a reduction of about a tael, and a further decline was looked for. Stock about 9,000 chests. About 6,000 half-chests Oolong have been taken for England at rather easier figures. We are still unable to report favourably of the quality of Oolongs—they are very rough and dusty in leaf. Teamen state that finer grades are expected in about two weeks' time. A few small settlements of Scented tea have been made at lower rates. The *Ariel*, *Chinaman*, *Yangtze*, and *Golden Spur* have sailed for London with about 3,900,000 lbs. tea. Rate of freight, £4.

HONG KONG.

Dates from this port extend to the 25th of June. The outward mail of May 10 was delivered on the 4th of June with London telegrams to May 30.

The new "Hope" Granite Dock at Aberdeen was opened on the 16th of June, with all the accessories usually attendant upon such occasions. His Excellency the Governor took the opportunity of breaking a bottle of champagne on the occasion of the *Fire Dart* entering the dock, and made a neat little speech as he did so. It was at the suggestion of Mr. Lamont that the dock was so named, and he (the Governor) had much pleasure in christening it according to the suggestion of the man who had been the originator of the scheme. Success and satisfaction are the words which express the feelings of the party (about 125) who took part in the inauguration ceremony; and it is only due to the company to say that success in such an enterprise is a great thing in a distant part of the world like Hong Kong.

The bankruptcy case of Messrs. Lyall, Still, and Co. came on for final hearing on the 24th June. The following is a report of the proceedings:—

Charles Frederick Still and George Francis Maclean appeared for final examination.

The Attorney-General and Mr. Pollard, Q.C., appeared as counsel for the bankrupts.

Mr. Whyte, instructed by Mr. Sharp, appeared on behalf of Mr. Liebert, Mr. Mendel, and Messrs. Henderson, who are creditors. The Attorney-

General also appeared to represent Messrs. Chalmers, Guthrie, and Co., while Mr. Pollard also represented the Oriental Bank and Messrs. Fussell and Co. Mr. Hazeland appeared on behalf of Mr. Bridges, and Mr. Caldwell represented Messrs. Bower, Hanbury and Co.

On reference having been made to the notes of proceedings at the adjudication, some altercation arose between the Chief Justice and Mr. Pollard regarding the wording of the minute. The Judge maintained that all that had been said was not inserted, and that there was an important omission. On Mr. Pollard being interrupted in his reply by his lordship, Mr. Pollard said: I submit, my lord, I have a right to be heard.

The Chief Justice replied that he had no right to be heard unless in answer to his questions.

Mr. Pollard submitted that the judge was bound to hear all his answer, and not part of it only.

Chief Justice: Will you sit down, Mr. Pollard; I do not want to hear you. Will you sit down or not?

Mr. Pollard then sat down.

Chief Justice: You are perfectly safe, Mr. Whyte. You can upset these proceedings.

Mr. Whyte: What proceedings, my lord?

Chief Justice: The whole bankruptcy.

Mr. Whyte: My learned friend has given me an undertaking—

Here followed a private consultation amongst counsel, which resulted in an apparent "smoothing" over of all difficulties. After another sharp skirmish between the honourable judge and the learned Queen's counsel,

The Attorney-General said that none of the creditors appeared either to examine or oppose the bankrupts. Mr. Still and Mr. Maclean had invited all the creditors to examine their books during the week, and it was admitted that their books had been kept in a very creditable manner. Every transaction had been stated therein, and they were ready to facilitate any further examination. He thought that the whole affairs of the bankruptcy would prove to be to the satisfaction of the Court. He would also mention that, on behalf of Mr. Whittall, who represented Messrs. Chalmers, Guthrie, and Co., he appeared for that firm, that they were creditors to the extent of about half the liabilities of the bankrupts, and that they had examined the books and found them perfectly satisfactory.

The report of the official assignee was then read. Mr. Masson therein stated that he had examined the accounts, and found them in a most perfect and correct state. There was a balance on the wrong side of the sum of \$685,985, while there was not more than \$2,000 on the right side; at the same time, a portion of the assets had been claimed by special creditors.

The Chief Justice said this was a most satisfactory statement, and was what should be expected from the position and reputation of the firm here in Hong Kong. The accounts and statements appeared to have been drawn up with very great care and very much attention.

Mr. Whyte here observed that, as representing his three clients, Liebert, Mendel, and Henderson, he did not intend to ask any questions, or to oppose the bankrupts' discharge.

Mr. Pollard stated that so far as Messrs. Fussell and Co. were concerned, for whom he appeared, he had no questions to ask and no opposition to make. He appeared also for the Oriental Bank, who had a possible interest in the bankruptcy. A gentleman of the bank's staff had examined the books, and had found them so correct that no opposition was offered.

The Chief Justice here recalled the controversy concerning the words used by Mr. Pollard at the adjudication, as expressed in the minute of proceedings. He wished that the words which Mr. Pollard averred he used at the time should be added to the original minute. He added that he had some doubts at the time as to granting the adjudication, and he did so only on condition that the bankruptcy should never be questioned. If it was also upon that understanding that Mr. Pollard accepted the adjudication, then it was all right.

Mr. Pollard, while altering the minutes, remarked that there could be no further difficulty about the matter. It would have nothing to do with the *Min* case.

Mr. Pollard observed that Chalmers, Guthrie, and Co., Jardine, Matheson, and Co., the Oriental Bank Corporation, Calvert and Co., Bowyer, Hanbury, and Co., and Fussell and Co.—who represented more than three-fourths of the liabilities of the bankrupt estate—had, through their counsel and agents, expressed their belief that the books contained a correct record of all the transactions of the bankrupts, and that they did not, therefore, wish to examine the parties.

The Chief Justice observed that as none of the creditors nor the official assignee had any question to ask the bankrupts, he would not attempt to do so. The creditors were supposed to be in a position to know best about such matters; and he therefore could not think of placing any obstacle in the way of the final examination of the bankrupts now before the court. It was a somewhat unusual course for two to pass, while a third partner was in England; but as nothing could be gained by a postponement, he would not allow that circumstance to affect the passing of the bankrupts. With the mass of evidence which the creditors themselves had produced, he was compelled to say that he had great pleasure in allowing the bankrupts to pass their final examination without further postponement.

The Attorney-General remarked that he was certain that the bankrupts had shown an unusual desire to do everything which was possible to do in the matter of simplifying an examination of the affairs of the estate:

Chief Justice: They can't do too much.

The two bankrupts before the court then applied for their final discharge; which, according to the terms of the Ordinance, is granted by an order coming into force fourteen days after the final examination. The Chief Justice, having asked in the usual way whether any one of the creditors proposed to oppose the final discharge of the bankrupts, and no one appearing, the discharge was granted accordingly.

His Lordship, in doing so, remarked that, from what he had seen, he thought nothing had entered the case which could be said to go beyond the common state of things present in any bankruptcy. It was satisfactory that the books told the whole tale, as that was the first merit in any bankruptcy, and both bankrupts were entitled to that credit in this case. They would leave the court without the slightest imputation, except that cer-

tain want of prudence which characterised almost every one who traded largely in China. There were, however, different interpretations of what constituted a want of prudence in the legal meaning of the term. That which in a place like London or Liverpool—[Mr. Pollard: Or Manchester (laughter).]—would be nothing extraordinary, would in a small town be looked on as an excess of speculation quite incompatible with fair business. The bankrupts had breathed a China air and formed China habits; they had played for high risks, and lost; and he thought that those who had supplied them with the means of such extravagant speculation had the least cause to complain.

Protection having been granted for the fourteen days intervening between the discharge of the bankrupts, the Court then rose.

(FROM OUR OWN CORRESPONDENT.)

It is a subject of almost universal remark that the recent announcement of Messrs. Dent and Co.'s suspension has, contrary to all probability, produced no visible effect upon business transactions of every description, both in Hong Kong and on the coast. In other times so great a disaster as this would have undoubtedly disorganised markets, by destroying credit and upsetting all calculations as to prices, but at present it seems as though the China trade had reached such a pitch of deterioration as to be beyond the reach of any further disturbing influences. It is not by any means that the present failure has been in the least degree anticipated; on the contrary, the announcement of the suspension a fortnight or three weeks ago certainly took the entire community by surprise; and it may be taken either as a proof that the unfortunate firm have acted with wonderful foresight in extricating themselves from immediate engagements or that the trade in general is so stagnant as to be quite unimpressible. The latter is probably the true hypothesis, and, in fact, there has not been a month hitherto in which so little business has been conducted at Hong Kong as the past one. Along the coast it has been different, and notably at Foochow, where, as I mentioned in my last letter, the operations of last year have been repeated, in despite of warnings, though on a somewhat reduced scale. Astonishment continues to be expressed at the prices given at Foochow for the teas recently shipped, which the best and most solvent houses have firmly refused to pay, and if, as seems inevitable, the return of the season's shipment again shows a loss, the crash that will ensue must surpass even the experience of the two preceding years.

As I anticipated two mails ago, the silk of the present season in the Canton province is entirely ruined by the cold and wet weather, which has lasted up to the middle of this month. The second "crop" is now verging upon its close, and barely 100 bales have been shipped from Canton. Judging from past experience, the four remaining crops are likely to suffer in a similar manner, if not to the same extent with the two first. As a compensation to the natives, perhaps, the unusually rainy season has been beneficial to the rice crops, and an extraordinarily plentiful harvest is anticipated. As a consequence, the heavy stocks accumulated here and at Canton are virtually unsaleable.

Throughout the North of China continued drought prevails, and at Tientsin has caused an almost entire cessation of business, owing partly to the consequent distress among the farming and poorer classes generally, but principally to the drying up of the rivers and canals having cut off the means of internal navigation.

At Shanghai the season is again extremely unhealthy, and deaths from heat, apoplexy, and fever, have already been numerous. The South, on the contrary, continues perfectly salubrious—an extremely advantageous circumstance for the fine young soldiers of the 73rd Regiment, who appear to be getting acclimatised with very little serious sickness.

Some curious facts have recently come to light here with reference to dealings in steamships, &c., in which the luckless Chinese Government has been pillaged as ruthlessly as the Japanese. Some few months ago the authorities at Canton purchased a small iron steamer, owned in Hong Kong, for river service, and appears to have been instantly attacked by the French Consul at that port, who, it is stated, demanded in the most positive terms that one or more steamers should forthwith be obtained through French agency, holding out the promise that French gunboats should be obtained from Japan. His importunity resulted in a bargain being struck, and a contract was entered into with a shipbuilder in Hong Kong, who very opportunely had on hand the engines and boilers of the late British gunboat *Flamer*, condemned as unserviceable. A hull to match was quickly put together, and the Chinese were called upon to pay some \$70,000 for the valuable craft which resulted. The amount paid to the builder is stated to have been within

\$40,000; and at present, after six weeks' service under a French captain (lately occupied in the opium trade at Macao), the redoubtable gunboat is pronounced unserviceable from a complete breakdown in her machinery. Such are some of the lessons taught the Chinese by European civilisation.

COMMERCIAL.—There has been more activity in our market generally since despatch of last mail, and we are led to look for further improvement ere long. *Piece Goods:* Importers of Grey Shirtings made some slight concessions during the early part of the interval, which led to increased transactions, and latterly the inquiry has been quite active, enabling holders to effect sales at a slight advance on our last quotations. Dealers have shown a great desire to purchase T-Cloths either on the spot or "to arrive," and prices have been forced up 10 to 15 cents per piece. Stocks are now almost exhausted. A sale of 3,500 pieces American Drills—40 yards—is reported at \$6.10 per piece, prices having advanced with those of English staple manufactures. In other descriptions there have been no transactions. Woollens are in more demand, and Long Ells have advanced in view of small supplies. Other kinds are unchanged in value, but more wanted. *Metals:* Iron is very firm; stocks light. Lead dull and weak. Tin steady. There has been but one arrival of Coal, and former rates are still demanded, while prospects favour an advance. *Tonnage:* Inquiry is only moderate, but the amount of available tonnage in harbour is small, and rates are fairly maintained. Nothing has been done in home charters direct, or *via* Manila, and only one vessel has been taken up for the Colonies, at former rates. *Exchange:* On London at six months' sight, 4s. 5½d. for Bank, and 4s. 6d. to 4s. 6½d. for first-class private paper; at six months' sight, 4s. 6d. for bank, and 4s. 6½d. to 4s. 7½d. for private. Only a moderate amount of paper has changed hands.

CANTON.

With regard to the reviving prospects of this port, the *China Mail* says:—"There are but two articles of extensive export which can materially affect the future of Canton, viz., tea and silk, and despite the misfortune which has attended mercantile effort in the North, we cannot think that the advantages presented by the Yangtze ports will ever be relinquished by foreign merchants, after the time and money which have been expended in creating those emporia of trade. But with respect to imports there is more hope. Cotton, for instance, which during 1860 was imported to the value of \$5,700,000, had at the close of last year disappeared from the list. Peace in America, which enables Indian traders to send consignments of this article further East, instead of their being entirely diverted to Home wants, will doubtless have the effect of again making it an article of extensive import, while as a more liberal policy with regard to rice imported in foreign bottoms may be hoped for upon the revision of the treaty, by the abolition or reduction of tonnage dues, this trade may again assume its old proportions. It is strange, by the way, to hear it often asserted that teas are to be got almost as cheaply at Canton as at the Yangtze ports situated immediately in the neighbourhood of the tea districts. If this continue, the competition at the northern ports will soon cease to be dangerous, and apparently foreigners are doing their best by giving exorbitant prices to verify the statement. But at the best the position of Canton at this moment is such as to render one careful of too dogmatically pronouncing in favour of its progress or ultimate decline. To the outside world the building of new houses and the general air of improvement which prevails in the real 'model settlement,' is such as to lead to sanguine anticipations. Whether they will be verified it is almost impossible to say."

COMMERCIAL.—*Tea:* A fair business has been done in Scented teas. Some 22,000 boxes Scented Orange Pekoes have found buyers at from 23 to 27, and about 18,000 boxes Scented Capers at from 18½ to 26; of the latter one clean, common, but true leaf parcel of about 2,000 boxes was settled at 13½ taels. As it is reported that there is plenty of leaf about this district, we are in hopes to see prices ruling still lower for Scented teas. About 3,000 boxes new make Congous are reported settled for Buenos Ayres at from 23 to 25. Canton Greens: 2,000 boxes Gunpowders have been settled for England at 22 taels. In Country Greens nothing has been done; stock consists of three chops. *Silk:* Since the departure of last mail, our market has been extremely dull in consequence of small stocks. The country market for second crop produce was opened yesterday, and by the action of native speculators prices were run up to the following high rates, viz.,—Tsatlee No. 1, \$580; No. 2, \$565; Loongkong No. 1, \$550; No. 2, \$535; Cumchook No. 1, \$530; No. 2, \$515; best Re-reel do., \$600. At these figures there is on the part of foreign houses a great disinclination to operate. As stocks accumulate no doubt prices will fall considerably, as they appear now not to be sustained by actual demand, but rather by the combined action of the Guilds.

In general articles of export we have no changes to report, with the exception of Cassia, which continues to be purchased in small quantities at \$18½ to 18½ per picul.

LATEST TELEGRAMS.

(RECEIVED AUG. 4, VIA GALLE.)
JAPAN.

HONG KONG, July 12.

Intelligence received here from Japan announces that the English settlement at Nagasaki has been damaged by a severe storm.

CHINA.

HONG KONG, July 12.

Grey shirtings, 6½ catty, \$3 55c.
Water twist, 16-24, 1.85.
Tea unchanged.—Total export, 33,000,000 lbs.
Exchange on London, 4s. 5½d.

SHANGHAI, July 7.

Grey shirtings, 6½ catty, 2.75 taels.
Tea—Congou, dull.
Silk active and advancing.
Exchange on London, 6s. 4d.
Freights, £3.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BOURNE.—On the 4th June, at Yokohama, the wife of William Bourne, Esq., of a daughter.
DAVIS.—On the 10th July, at Alexandria, Egypt, the wife of the Rev. E. J. Davis, of a daughter.
LYALL.—On the 23rd July, at 47, Welbeck-street, Mrs. George Lyall, of a son.
POWER.—On the 13th June, at Shanghai, Mrs. A. B. Le Poer Power, of a daughter.
SASSOON.—On the 27th July, at No. 95, Lancaster-gate, Hyde-park, the wife of Reuben David Sassoon, Esq., of a son.
TOWERS.—On the 9th June, at Shanghai, Mrs. Towers, of a daughter.
TYERS.—On the 13th April, at Fort Washington, New York, the wife of Mr. Richard R. Tyers, late of Shanghai, China, of a daughter.

MARRIAGES.

ADAMS.—HONO.—On the 18th June, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, William Stanley Adams, M.D., Surgeon of the Seamen's Hospital, to Susan Blanch Mary Hago.
BOWRING.—BELLASIS.—On the 31st July, at the Catholic Church of St. Mary Magdalen, Mortlake, Surrey, by the Right Rev. Dr. Grant, Lewin B. Bowring, Esq., Commissioner of Mysore, third son of Sir John Bowring, to Katherine, second daughter of Mr. Serjeant Bellasis.
MAINWARING.—HAMILTON.—On the 17th June, at St. Peter's Church, Colombo, by the Bishop of the Diocese, assisted by the Rev. Canon Bailey, Arthur Mainwaring, Ceylon Civil Service, eldest son of the late Rev. John Mainwaring, M.A., to Mary Charlotte, second daughter of Col. Hamilton, C.B., Dep.-Adjt.-Gen. in Ceylon, late 78th Highlanders.

DEATHS.

MATHERS.—Lost, with all on board, on the passage from New York to London, Capt. Joseph Mathers, of the ship Fychow, deeply lamented by his distressed widow and sorrowing friends. The ship left on the 15th March, and has never been seen since. Friends are kindly requested to accept this intimation.
MEDHURST.—On the 18th May, at Hankow, China, Alice Evelyn, aged 3 years and 7 months, youngest child of Walter H. Medhurst, Esq., H.B.M.'s Consul at that place.
MENCE.—Lost at sea, about the 20th March last, with the ship Fychow and all hands, from New York, while serving as second mate, Colville Haffez Mence, aged 19, second son of the late George Mence, Esq.
MURRAY.—On the 16th June, at Hong Kong, Ellen Murray, infant daughter of Francis Douglas, Gaoi Superintendent, aged 10 months.
TAYLOR.—On the 12th June, at Foochow, John Taylor, second son of Capt. Richard Taylor, Deputy Commissary General, Singapore.
WHITFIELD.—On the 12th June, at Amoy, from the effects of sun stroke, Jasper James Whitfield, Acting Harbour-Master and Tide Surveyor, Chinese Customs' Service, aged 34.
WOODS.—On the 22nd May, at Labuan, in the 24th year of his age, I. Tyndall Woods, Esq., Secretary to the Government, youngest and much-loved son of W. W. Woods, Esq., of the Colonial Office, Downing-street.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, May 30, Medina; June 2, Cymberline; from Amsterdam, Telanek.
At SHANGHAI.—From London, June 7, Lauderdale (via Singapore); 11, Star of China; 14, Wild Deer; from Cardiff, 13, Como; 21, Helen Nicholson; Dunmail (reported by telegram).
At HONG KONG.—From Glasgow (via Singapore, &c.), June 20, Dragon (str.); from Cardiff, 22, Scawfell; from New York, 25, P.M. (str.) Costa Rica; from Cardiff, July 12, Louis Henry (reported by telegram).
At SINGAPORE.—From Glasgow, June 29, Coquette (str.); from Liverpool, Thales (str.); from Shields, 28, Winfield Scott.

DEPARTURES.

From YOKOHAMA.—None.
From HANKOW.—For London, June 11, Eliza Shaw.
From SHANGHAI.—For London, June 10, J. R. Worcester; 14, City of Aberdeen; 15, Sir Lancelot; 19, St. Ajax (via Hong Kong, &c.).
From FOOCHOW.—For London, June 14, Chinaman; 18, Flying Spur; —, Yangtze.
From HONG KONG and CANTON.—None.
From SINGAPORE.—For Liverpool, Simoon (reported by telegram).

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Havelock, Benefactress.
At HANKOW.—Ada, Challenger.
At SHANGHAI.—For London, Anglo-Saxon, Elmstone, Coulmakyte, Gossamer, Isles of South, Peter Denny, Silver Eagle, Winfell, Agamemnon (str.), Hoang Ho, Caller Ou, Maiden Queen, Neptune.
At FOOCHOW.—For London, Black Prince, Ariel, Argonaut; for Liverpool, Everest.
At CANTON.—For London, Alma, Wemyss Castle, Nippon, Passe Partout.
At SINGAPORE.—For London, Jean Meyer; for Liverpool and Glasgow, Edinburgh Castle; for Falmouth, Antelope.

SHIPS' REPORTS.

HONG KONG.

The British ship Scawfell reports having left Cardiff on March 5. Experienced strong easterly gales and heavy seas on leaving, and westerly gales and bad weather until the 20th. On the 8th, during a heavy easterly sea, the second mate and boatswain were washed overboard and lost. N.E. trades light and variable. Crossed the Equator April 2, in lon. 25 W.

S.E. trades moderate and very unsteady. Passed the meridian of the Cape May 9, in 40 S. Heavy S.E. gales for three days with a very heavy sea. S.E. trade, moderate, and rainy weather with occasional westerly gales, and heavy squalls to Java Head which was made on June 4. Passed through Anjer on the 5th. In the China sea light airs and calms, with heavy rain and squalls for the first part. Middle part heavy N.W. to W.S.W. squalls with rain and afterwards southerly and S.W. squalls and continual heavy rains.

The Siamese steamer Viscount Canning, from Singapore, June 12th, reports light northerly winds and calms as far as Pulo Sapata, afterwards strong S.W. winds to Swatow. On the 19th, in lat. 19.16 N., and 114.20 E., signalled the ship Yang-tze from Foochow to London.

The Madeira left Saigon on the 14th June, had light S.S. easterly winds to Padaran, from thence had stiff south breezes and hard squalls with much rain, and a high southerly sea all the way up. On leaving St. James the British barque Cap Sing Moon arrived, and off Padaran saw two clippers bound south, the Min was about 50 miles ahead of the second one, which had sky and mainsails set.

The Prussian ship Loreley, Carl F. Schenk, master, reports that she left Saigon, June 7th, and got to sea on the 11th; had light variable winds and calms, with thick rainy weather, until 11 deg. 34' N. and 110 deg. 37 E. by account, when she got a change from the N.W. June 16th, it blew in heavy gusts, barometer having fallen from 29.90 at 4 A.M. to 29.50 at 11 A.M., wind veering between N.W. and West, and blowing very hard with a tremendous sea running, causing the ship to labour and strain very heavily and ship quantities of water; split mainsail and mizzen-topsail, main jib and fore-topmast staysail. During the subsequent night the wind veered to S.W. and South, barometer rising, but the wind blowing harder than ever, raising the sea in confused heaps and swamping decks at intervals; ship labouring most fruitfully and continued doing so until arriving at Hong Kong on the 19th.

The British steamer Dragon, from Singapore, reports that the steamship Taiwan left Singapore on the 10th June. The Dragon passed St. Vincent on the 30th March; crossed the line on the 6th April; exchanged colours on the 14th April with the ship Australasian in long. 103.100; passed the Cape of Good Hope on the 30th April; exchanged colours with the ship Taiwan on the 27th May in lat. 28.00 S., for Singapore. The Dragon is 100 days out from London; passed Anjer on the 3rd June.

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Buxine*, from Southampton on the 4th inst., was, in gold, to Madras, £1,095; in silver, to Hong Kong, £5,506, to Shanghai, £5,390; total in gold, £1,095, in silver, £10,896.

TEA.—The sales which commenced on the 6th comprised 26,670 packages, of which 22,776 were printed "without reserve." The auctions have proceeded with fair spirit; and while prices show in certain cases some irregularity, yet, upon the whole, Congous may be quoted without alteration. Two breaks of fine Kaisow realised from 1s. 9d. to 1s. 9½d., and 1s. 11d. to 2s. 0½d. per lb. A chop of medium black leaf, 1s. 8½d. and 1s. 4d. per lb. Common black leaf Congou sold at 1½d. to 1s. per lb.; common to fair red leaf, 1s. to 1s. 0½d.; Congou siftings, from 5½d. to 6½d., which showed a slight reduction; common to fair Oolongs sold at 10½d. to 1s. 1½d. per lb., being decidedly lower.

TIGERS IN JAVA.—We should fancy the people of Java must have rather a lively time of it. According to the latest official statistics contained in the *Tijdschrift voor Nederlandsch Java*, the tiger has in one single year consumed exactly 148 human beings, and in another year 131. The crocodiles cleared an average of 50 people a year, while serpents accounted for between 22 and 43. But the Dutch seem to accept their fate with characteristic equanimity. The Governor-General a long while ago offered as a prize for every tiger that was killed the munificent sum of twenty-two guilders (£2). His subjects apparently prefer being eaten by the tiger.

LAUNCH.—There was launched last week, from the building yard of Mr. Wm. Doxford, Pallion, near Sunderland, an iron clipper barque of about 800 tons register, called the *Victoria*. She has iron masts, steel yards, and all modern improvements to enable her to make rapid passages in the Manila trade, for which she is intended. She has been built for Messrs. Olano, Larrinaga, and Co., of Liverpool, and is intended to form one of their line of vessels employed in the above-named trade.

Naval and Military.

Her Majesty's screw steamship *Princess Royal*, 73, Captain William G. Jones, flag of Rear-Admiral George St. Vincent King, from China, the Cape of Good Hope, and St. Helena, arrived in Plymouth Sound on the 31st July. The *Princess Royal*, we understand, will be paid off at Devonport next week. When this ship was first commissioned, many and evil were the reports about her. It was said she was rotten, her stern was weak and drooping, her shaft was not in line, and numerous were the predictions that a week from starting would see her back disabled in Plymouth Sound, but nevertheless she has gone over half the navigable world, and returns home with scarcely a defect, and the same spars she sailed with, and her officers much regret she is most probably the last of the liners they will ever serve in. During her commission the *Princess Royal* has visited Madeira, Sierra Leone, Cape of Good Hope, Trincomalee, Madras, Pondicherry, Bombay, Colombo, Singapore, Siam, Hong Kong, the chief ports in China, and all Japan. On her return home she called at Batavia, St. Helena, and Ascension. Her crew during the whole period has been remarkably healthy, and with the exception of one epidemic of small pox which took off eight men, she has been free from disease. One little fact is curious in connection with the ship, showing how constantly she was on the move. Her Majesty had graciously presented two portraits of the *Princess Royal* to the officers' messes (as her Royal Highness had christened the ship), but although sent before the ship left England, strange to say they never reached their destination for three years and three months,

and were only then picked up on the homeward voyage. However, they were in perfect order, and were at length duly installed in the places of honour which had always been loyally kept vacant for them.

The *Scylla*, 21, screw steam corvette, 1,467 tons, 400-horse power, Capt. Richard W. Courtenay, recently returned from China, where she has been stationed during the last four years, is now in the large basin of Sheerness dockyard, and will be placed in the third division of the Sheerness Steam Reserve.

The *Mecanee*, 60, 2,591 tons, 400-horse power, attached to the Chatham steam reserve, is having the whole of her internal fittings, bulkheads, &c., removed, preparatory to being sent round to Deptford for the purpose of being converted into an hospital ship, to be stationed at Hong Kong. The *Mecanee* is well adapted for the particular service for which she is intended, there being space for hospital accommodation on her decks for several hundred men. Her engines and machinery will be removed into the factory.

The unarmoured screw sloop *Daphne*, 1,081 tons, 300-horse power, Capt. Sullivan, made her official trial of speed, preparatory to her departure on the term of service on the East India and China station, at the measured mile in Stokes Bay. Mr. John Ravenhill and Mr. Hodgson, of the firm of Ravenhill, Hodgson, and Co., the makers of the engines, had charge of the machinery during the trial. The ship drew 13ft. 6in. of water forward, and 17ft. 15in. aft, being a mean of 15ft. 5in. and 3ft. 10in. by the stern. Her weights were all complete for sea, and included twelve months general stores. The screw is a two-bladed Griffiths of 15ft. diameter, set at a pitch of 13ft. 9in. Six runs were taken over the measured mile with full-boiler power, giving the following speeds:—12-000, 12-996, 11-920, 13-186, 11-803, and 13-235 knots. The mean speed of the ship was 12-551 knots. The mean revolutions of the engines during the six runs were 101, steam-pressure 30lb., and vacuum 25in. The usual runs with half-boiler power succeeded the full-power runs, and those gave in four runs—9-235, 11-538, 8-955, and 11-285, knots, or a mean speed of the ship with half-boiler power of 10-499 knots. The *Daphne* is one of the class of sloops built from Mr. Reed's designs that is represented by the *Blanche*, *Vestal*, *Sylvia*, and others, which bring out on the measured mile a fair speed when driven by the full power of their engines, due consideration being given to the indicated power in proportion to their tonnage and length, but which give much more satisfactory results when driven only by half or two-thirds their boiler power. They afford very excellent and well-ventilated accommodation aft to the officers and also to the crew on the lower deck. It is but just to their commanders to say that they are very much undermanned. They have men enough to fight their few guns, but they have not men enough to handle the ship properly when under sail. The armament, although only of four guns, is very effective, consisting of two muzzle-loading rifle-coil-built 7-inch 6½-ton guns, and two muzzle-loading, rifled 64-pounder Palliser guns, besides the usual complement of boat guns and field pieces.

A number of shipwrights at Chatham dockyard have commenced cutting out the frames for the double-screw unarmoured gunvessel *Woodlark*, which is ordered to be laid down at that establishment, and built from the design of Mr. E. J. Reed, Chief Constructor of the Navy, for service in China. The *Woodlark* is to be constructed on the same lines and from the same set of drawings as the twin screw gunvessel *Plover*, building at Woolwich dockyard.

On the 29th ult. the Board of Admiralty paid their annual visit to the royal dock and victualling yards, Deptford. They were received by the superintendent, Capt. A. P. Eardley Wilmot, C.B., A.D.C., and the principal officers of both yards. After remaining about an hour in the superintendent's office, transacting official business, they proceeded to inspect the ships building, which occupied some time. Two composite gunboats attracted the particular notice of their lordships—the *Thistle* and *Boxer*, twin screw, intended for special service in the China Seas, under Sir Henry Keppel.

One thousand six hundred Palliser shell shot have been despatched from Woolwich to be shipped in the London Docks for transit to the guardship at Hong Kong. They were all carefully packed in canvas bags to protect the brass studs from being damaged by removal.

The *Malabar* sailed from Spithead on the 27th ult. for Bombay to enter, upon her troop-carrying duties, in conjunction with the *Jumna* and *Euphrates*, between the Indian ports and Suez. She calls in at the Cape de Verdes and the Cape of Good Hope on her voyage out. The following military officers and troops embarked at Spithead, and have proceeded in the ship to join their corps at the Cape of Good Hope and Bombay:—1st battalion 10th Regiment, Capt. Strong, Mrs. Strong, and two children; 2nd battalion 20th Regiment, Lieut. Harries and Ensign Bennett; 96th Regiment, Assist.-Surg. Wright and Ensign Brunson; Staff Assist.-Surg. Ratigan, Staff Surg.-Major Wall and Mrs. Wall; 116 non-commissioned officers and men and 20 soldiers' wives and children from various regiments.

A naval court martial assembled on board Her Majesty's ship *Victory* at Portsmouth last week, for the trial of Commander W. M. Menzies and Navigating Lieutenant Christian for the loss of Her Majesty's screw gun vessel *Osprey*, off Cape St. Francis, on the S.E. coast of Africa, on the morning of the 30th of May last. The court was composed of Rear-Admiral F. Warden, C.B., president; Captains F. B. Seymour, C.B., R. J. J. C. Macdonald, W. C. Chamberlain, E. W. Vansittart, M. N. Nolloth, and Roderick Dew, C.B. Mr. E. Hoskins officiated as Deputy-Judge Advocate. The facts are sufficiently explained in the finding of the Court delivered in the subjoined terms:—After a deliberation of two hours and a-half the Court was of opinion that Commander Menzies and Navigating Lieutenant Christian were guilty of negligence in not using the lead, or in making any attempt to get soundings in approaching the land, and in not wearing the ship off the land during the night, if it were considered dangerous to sound; but, in consideration of the character for great carelessness which Commander Menzies had received, the Court thought such negligence arose from an error of judgment. They therefore adjudged him to lose four years' seniority, and to be severely reprimanded. Taking into consideration the high testimonials Lieut. Christian had received the Court adjudged him to lose two years' seniority, and to be severely reprimanded. The Court could not separate without expressing its regret that the *Osprey* was not supplied with the edition of 1865 of the *African Pilot*.

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails via Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the **FAR EAST**.
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The London & China Telegraph.

LONDON, THURSDAY, AUG. 8, 1867.

THE MAIL SERVICE.

THE momentous question of postal communication with the East has again formed the subject of a long discussion in the House of Commons. The principal speeches will be found at length in our Parliamentary Intelligence, but it will perhaps be advisable to recapitulate their substance here, in order to facilitate comment on the present position of the affair. Mr. CRAWFORD very ably commenced the debate by taking the Government to task for having neglected to pay due attention to the Report issued by the Select Committee of last year. The Committee, Mr. CRAWFORD said, was composed of persons specially fitted for inquiring into the subject, and their Report, based on a careful investigation, was eminently lucid and practical; yet the Government had failed to carry out some of its most important recommendations. First, with regard to the question of cost. There was a loss on the whole service of about £160,000, the entire expense being £396,000, and the amount received in postages £236,000. This deficiency proved the subject of a sort of triangular duel between the Treasury, the Post-office, and the India-office, neither of the departments being content to bear it, or even a portion of it; so that in the end the burden was likely to fall on the public, in the shape of an increased rate of postage. Whereas, this deficiency being in effect the cost to this country of the means by which not only the commercial, but the social and political connection between this country and its dependencies in the Eastern world was maintained, ought clearly to be borne by the Government. Then, the Committee specially recommended that the service of India should be kept separate and distinct from every other on the other side of Suez. But the Treasury, in their report, maintained that in keeping up the communication with China and Japan the India mails must be made use of as far as Aden. Thus the Government, entirely disregarding the evidence given before the committee, carried out their own economical view, entirely passing over the view the committee had expressed that the mails should be carried with the utmost rapidity between Suez and Bombay. Another point was as to the speed at which the mails were to be conveyed. The committee fixed the speed at 11 knots an hour, but that speed the Government reduced to 10½ miles per hour. Another point was as to the passage across Europe. The committee came to the conclusion that Brindisi was not a fit place as a port of departure, and that the Mont Cenis line of railway, being only a single line, was not so well fitted for the conveyance of mails as a double line of railway would be. The Treasury, however, had shown a preference for the Brindisi route. He admitted that by the selection of that route a saving of 24 hours might sometimes be effected; but the delay would be incalculable in inclement weather, then the Mont Cenis line would be utterly impracticable. But the most important point of all, Mr. CRAWFORD said, was the presumed intention of the Government to allow the Messageries Imperiales Company to compete for the service. He protested against a contract being entered into which he believed would be adverse to the commercial interests of this country. If such an arrangement were entered into, what, he asked, would be the position of this country with regard to her communication with India in case of war with France, or even in the event of France being engaged in a war with another country? The Messageries Imperiales were under a contract with the French

Government which entirely precluded the possibility of that with England being carried out properly, since the French Consuls would have power to delay the sailing of the vessels whenever they thought the interests of their Government required it. Another thing was that our companies were not fairly weighted in the race, inasmuch as the Peninsular and Oriental Company only received a subsidy of 4s. 6d. per mile per annum, whereas the Messageries Imperiales received 20s. per mile per annum. Mr. CRAWFORD concluded by urging that the P. and O. Company had proved itself deserving of all possible support. During the Crimean war that company carried no fewer than 60,000 men from this country, besides 12,000 horses and 2,000 officers. Everyone must also be aware what that and other companies did at the time of the Indian Mutiny, and where, he asked, should we have been if these vessels had not been in existence to carry out men and stores? Mr. HUNT replied on behalf of the Treasury, that the "slight deviations" from the Committee's recommendation that were complained of all arose from a wish to promote economy. He pointed out, somewhat unnecessarily, that if a single line between Suez and Aden were adopted the expense of a double line would be avoided. The question of speed also was a question of money. He justified a preference for the Brindisi route on the ground that Captain TYLER's report showed a saving of 36 hours; and as regarded an arrangement with the Messageries Imperiales, communications had been going on between the English and French Governments which were not yet brought to a close. Mr. CHILDERS blamed the Government for everything, but chiefly for not having given notice to terminate the whole of the existing contracts two years hence, so that the Indian railway system being completed, one line of steamers might carry all the mails and passengers for Bombay, Madras, and Calcutta. Mr. SAMUDA deprecated the injustice of placing the P. & O. Company in competition with a foreign company. They possessed vessels, he said, which had been brought into existence at a cost of £3,000,000 sterling. Those who were acquainted with shipping knew the enormous depreciation that took place in the value of material of this description, and the effect upon such a company of throwing this plant out of service. During their existence they had received a large revenue from the carriage of troops, but the Government had now become, or were about to become, their own carriers of troops, and there would be a reduction in this source of revenue. It was not fair to bring them into comparison with the Messageries Imperiales, which could hardly be said to be a public company at all, but rather a branch of the Government. It was, at any rate, a hot-house plant, which would not exist unless by the support of the Government. The Peninsular and Oriental Company employed a force of not less than 16,000 men. They were admirable sailors, and would be of great service in case of emergency. With regard to the amount of the subsidy, it should be borne in mind that it was merely part of a whole—viz., the work done by the post service and the return paid by the nation, and that there was a balance in the receipts of the Post-office of upwards of a million per annum over the expenditure. Mr. LAING pointed out that the French company had been established by the French Government in order to acquire political influence in the East, that being the motive avowed when the Chamber was asked to sanction what appeared an extravagant grant in its favour; and if the tender for the whole East was thrown open to it, the French Government would no doubt be prepared to back it up with an additional subsidy, in order to drive the Peninsular and Oriental or any other English company out of the field. No policy, he averred, could be more disastrous to the security of our Indian Empire. He attached no exaggerated importance to prestige, but for the postal correspondence of all the ports of the East to be conducted by the Messageries Imperiales, superseding English vessels, would be highly dangerous to the prestige of England. He urged upon the Government that adherence to pedantic theories and narrow views was the most fertile source of extravagance. They should especially beware of being guided by the Post-office officials, who, though zealous with regard to the pecuniary interests of their department, were dangerous advisers. Mr. HUNT again essayed a defence of the Government policy, and pleaded that the report of the committee was not interpreted in the same way by different members of it. Mr. CRAWFORD said distinctly that the Government should avail themselves of the Messageries Imperiales as an extra mail service. Mr. CHILDERS, on the other hand, proposed not to treat it as an extra service, but to

open up communications with the French Government to change the French service so as to dovetail into our own. Colonel SYKES for once made a speech on the right side. He said he had always been an advocate for competition in these matters, but then those who were to tender must stand on an equal footing. The Messageries Impériales were chiefly supported by a subvention which the English Government would not give to any company whatever. It would be an act of great indiscretion to make a contract with such a company. The Peninsular and Oriental Company with its fifty three ships had really been an auxiliary to the navy. A desultory conversation followed, in the course of which Mr. GLADSTONE said he considered it incumbent on the Government to inform the House at an early date of the course they intended to adopt, to which remark the CHANCELLOR of the EXCHEQUER assented.

We have reviewed this discussion at some length, chiefly because it elicited strong condemnations of the parsimonious views of the Government from all quarters, even from such staunch advocates of economy as Mr. CHILDERS and Colonel SYKES. In the "triangular duel" between the three departments, so happily described by Mr. CRAWFORD, the Post-office must certainly be adjudged victorious—at least if the palm of victory be considered synonymous with the acmé of meanness. As far as matters of detail only are concerned, the Post-office is admitted on all hands to be an admirably managed department; but in an extended view of its scope of usefulness its guiding spirits have for a long time been sadly wanting. Their object should be to promote the interests of our foreign commerce, and to add to the value of our Eastern dominions, by affording the utmost facilities for intercommunication consistent with a moderate profit to their department. Instead of this, they unhappily concentrate their energies in the accumulation of as large a yearly surplus as possible. All considerations of national prosperity and public convenience are thrust aside; the vast importance to this country of a complete, rapid, and entirely independent system of communication with its Indian possessions is entirely ignored; the POSTMASTER-GENERAL degenerates into an importunate tax-gatherer; a system of cheese-paring economy reigns triumphant—and all in order that the already enormous surplus of the Post-office revenue may be still further augmented. This state of things, we trust, will not be allowed to continue. The entire postal service of the East must not be placed under the arbitrary control of a Continental despot, either by such a suicidal act as making a contract with a company which is in effect only a branch of the French Government, or even by the negative course of withholding proper support from our own old-established companies.

While, however, we unsparingly condemn the penny-wise, pound-foolish policy so inconsiderately adopted by the Government, we must own that the report of the Select Committee, on which they were expected to base their course of action, was on one point extremely vague. When it was first printed we took exception to the doubtful phraseology employed, particularly in the sentence "*having regard to any facilities which may be afforded by the monthly service to China now performed by the Messageries Impériales from Marseilles.*" We then pointed out that the meaning of the phrase "*having regard*" was certain to be misunderstood, and so it turned out. At a later period Mr. CRAWFORD wrote a letter explaining that the committee did not mean to recommend Government to enter into any contract whatever with the French company, but merely intended to point out the self-evident fact that whatever English mails were determined on would be supplemented by the French one. In the meanwhile, however, the French company had been invited to tender, and hence the present difficulty. We cannot for a moment suppose that after such a strong expression of adverse opinion Government will for a moment entertain the idea of accepting such a tender, even should one be presented; still, it is evident that the whole thing has been mismanaged, and it is only the vigilance of some thoroughly practical members of the House that has secured us from drifting into some very unsatisfactory arrangement. It is only by giving due weight to the recommendations of the committee, and also to the memorial of the merchants in the China trade, which formed a necessary supplement to it, that the service can be placed on a proper footing.

PROGRESS IN EGYPT.

In these days of rapid progress the traveller who turns homewards after an absence of even a few years often finds so many changes that he is scarcely able to recognise the scenes that

were most familiar to him in earlier times. Old residents in the East, however, who have returned by the overland route during the last year or two, have had their attention awakened to an entirely new order of things long before they reached British, or even European soil. It was a great change when the old method of crossing the desert by caravan was superseded by the more rapid and comfortable railway; but even that was hardly anything in comparison with the extraordinary revolution that is going on in Egypt, under the auspices of the present VICEROY, whose energies, already wonderful in a son of ISLAM, will doubtless receive a fresh stimulus from his visit to France and England. In the first place there is the Canal, which is some day to connect the two seas. Incredible as we may be as to the ultimate success of this colossal scheme as a financial undertaking, all doubts of its reality in a material point of view are quickly dispelled by a glance at the vast works that are being vigorously pushed forward in connection with it. At Suez, we see the fresh water canal close to the town; extensive docks rapidly approaching completion; huge dredging machines constantly deepening the channel between the anchorage and the town; works for reclaiming large tracts of coral reef and mud from the sea, and lofty chimneys towering over all, showing the existence of numerous factories, and stamping the place with that unmistakable air of industrial activity that nothing but a factory chimney can impart. And the whole place seems animated with a spirit of energy and business such as those who have not passed through the place for eight or ten years can form no idea of. The desert daily increases its claim to the title of the high road to India, and with the further development of facilities for traffic we shall soon see large quantities of English manufactures passing across it on the way to India and China, and still larger quantities of produce being sent homewards. The P. and O. steamer *Mongolia* recently took upwards of 4,000 bales of shirtings and other cotton goods from Suez, nearly all for Calcutta, and so great is the increase in this species of traffic that already the expediency of doubling the line of railway between Alexandria and Suez begins to demand consideration.

The satisfaction with which we view all these tangible indications of progress is by no means unalloyed; nor can we be accused of selfishness if we own that the sole drawback to it is a feeling of regret that British enterprise and capital has so little to do with the development of a country which should have been under our special care and protection. It was English energy and wealth that first placed Egypt in the position of the great highway between Europe and India, by the organisation of the overland route; yet here we seem to have been content to rest, while the French, without any substantial interests or political *status* in the East, have stepped in and made the further development of the country their especial care. As for the Canal itself, English engineers and capitalists have agreed from the first in regarding it as a chimera, or at best as a scheme which, if completed, could only be ruinous to its projectors; and it may yet prove that in holding aloof from so gigantic a venture they have but exercised a wise discretion. But it is not the Canal alone that we have to consider. The Docks, the reclamation of land from the sea, the chief factories, and all the principal improvements are in French hands; French men-of-war and merchant steamers are always present in the anchorage, and, as a rule, a solitary P. and O. steamer is the only representative of the British flag. In short, French interests are entirely in the ascendant. This is not encouraging. Whether by rail or canal, the English merchandise and treasure that will pass through the country must far exceed those of all other countries together. Our mails must continue to use the same route, and we are even now making arrangements to convey all our troops, stores, and munitions of war through Egypt, instead of by the long and devious passage round the Cape. With such an important and rapidly growing traffic there must surely be profitable employment to be found in Egypt for English capital, labour, and ingenuity; and we cannot help expressing a regret that our countrymen do not more readily avail themselves of so promising a field.

It is with no slight gratification that we find our hopeful anticipations regarding the prospects of the Hong Kong Mint are in a fair way of being fulfilled. After a long and dreary interval of depression, trade in China is gradually assuming a more healthy tone, and, as one of the results, dollars are again at a premium there. We now hear that bankers and merchants are once more sending in silver for coining, while ichibous have for some time been flowing into the mint for conversion into dollars; and on this

side the sudden resumption of specie shipments points to the probable renewal at no distant date of that state of things which existed when the idea of establishing a mint at Hong Kong was first conceived, and which, in fact, encouraged its development. Under these circumstances it is probable that the course we have so earnestly advocated will be adopted by the Government, and the mint allowed to have a fair and patient trial instead of being hastily abandoned. We hear nothing further at present of any order for small coinage to circulate in the Straits, but hope that this will not be altogether lost sight of, as such a measure cannot fail to benefit both colonies.

THE announcement in our Shanghai news in reference to the case of MENDEL and LIEBERT was not very distinct. The verdict in favour of the plaintiffs must be read as in favour of the banks, and against Messrs. MENDEL and LIEBERT. We understand that this decision will be appealed against, and a new trial asked for in England.

THE Pacific Mail Company announce that the *Colorado*, which was advertised to leave San Francisco on the 4th ultimo on her third trip to Japan and China, will be followed on the 24th of this month by the new steamer *Great Republic*.

Parliamentary Intelligence.

HOUSE OF COMMONS.

POSTAL COMMUNICATION WITH THE EAST.

(Aug. 1st.) On the vote of £520,428 to complete the sum required for the Post-office packet service (with the usual proviso that none of it should be applied to the payment of Mr. Joseph George Churchward), Mr. CRAWFORD rose to invite the attention of the House to the postal service of the East. At an early period of last session he had drawn attention to this subject, especially with reference to the effect that the great changes which had taken place in India and the railways that were in the course of completion would necessarily have in altering the arrangements of the Post-office. The result was that a committee was appointed, which in every sense of the word might be called a "select" committee—for it was composed entirely of gentlemen selected for their fitness to undertake the duties assigned to them. The committee sat a great number of days, and examined many witnesses. The result was a report concurred in unanimously. The committee, in their report, recorded their opinion, so far as regarded the Peninsular and Oriental Company, which possessed a fleet of 84,000 tons and upwards of 20,000-horse power, that the service had been well performed, the assistant secretary to the Post-office stating to the committee that no mail which had been entrusted to that company had been lost. (Hear, hear.) The changes recommended by the committee had reference mainly to the improved internal communication of India by the establishment of railways; and they stated that the time had arrived when tenders should be invited for the establishment of a weekly service to India direct to Bombay; and that the other communication to Madras and Calcutta should be superseded so far as India was concerned, it being found that letters addressed to every part of India would reach quicker *via* Bombay than if the mails were despatched to every other port. They next suggested the extreme importance that the service should be an express one, unconnected with any service at the Isthmus of Suez, because it was impossible to avoid delay arising from the delay of other and independent vessels, beyond which there was the necessary delay of transshipment. They next turned their attention to the speed of the vessels, and required that it should be eleven miles between Marseilles and Alexandria, and ten on the other side of the Isthmus of Suez. Among other recommendations there was one to the effect that the Government take into consideration the arrangements to be made in consequence of the proposed separation of the Indian and China service for the establishment of a fortnightly service to China, and a monthly one to Australia. The report was presented at the end of the session, and as the representatives of the Government on the committee concurred in it, it was expected that its recommendations would be fulfilled by them to the letter. The conduct of the matter however passed into other hands; but the new Government recognised its importance, and reviewed the report of the committee at full length in a Treasury minute. The cost of maintaining this line of postal communication had been a vexed question, a sort of triangular duel, between the Treasury, the Post-office, and the India-office, each of them trying to shift the burden of the additional cost beyond the postage upon the other public departments. Mr. F. Hill had always expressed an opinion that the excess of cost for the Indian postal communication should be paid by the India-office; but that was objected to by Sir C. Wood, who urged that commerce greatly benefited by the additional facilities given to it by speedy postal communication, and ultimately it was thrown upon the postage, which was increased by 50 per cent. The whole cost of the postal communication to the East was £349,625, but from this was to be deducted £236,000 received for postage, so that the excess was something over £160,000. One-half of that was borne by India and the different colonies concerned, and the other half by the mother country. The increased cost occasioned by the difference between the amount of postage and the cost of communication, so far as India alone was concerned, was £48,000. He thought he had shown there were considerations of a public character which would hardly justify the Government in imposing on the public an increased postal charge. It was specially recommended that the service of India, being most important, should be kept wholly separate and distinct from other services on the other side of Suez, but the Government had entirely disregarded the evidence given before the committee in that respect, and they had also failed to follow the recommendations as regarded the route and speed. He was further sorry to see that a disposition had been shown to carry out the principles of economy submitted to the committee by affording foreign

companies the opportunity of competing with British companies. He protested, in the interest of the country, against the ships of a foreign nation being employed in the conveyance of our mails. What would be the position of this country under such circumstances in the event of hostilities breaking out with the country with whose people the contract had been entered into? We should not only be deprived of a great advantage, but put our opponents in possession of those advantages which we ourselves ought to possess. (Hear, hear.) The peculiarity of the arrangement with the French company was this, that the competition was not a fair one. The Peninsular and Oriental Company held itself ready to meet any fair competition to which it might be subjected; but while it received a subsidy of 4s. 6d. per mile per year, the French company received from its Government a subsidy of 20s. per mile per year. During the Crimean war the Peninsular and Oriental Company carried from this country no less than 2,000 officers, 60,000 men, and between 11,000 and 12,000 horses, and it was well known what they did at the time of the Indian mutiny. And what was done in the *Trent* affair? Almost at a day's notice 10,000 troops were taken to Canada by vessels of the Cunard and other companies. The French Government were willing, and endeavouring to raise for themselves a power on the sea equal to that which we possessed through the agency of these companies, and, in fact, the Messageries Imperiales might almost be considered a department of the Government. And this was the company with which our steam shipping companies here and in India were called upon to compete. (Hear, hear.) He wished to enter his protest against any act on the part of the Government which would saddle this country with a contract with that company. He held that such a course was against public policy, and was unfair and unjust to the Peninsular and Oriental Company. It would be a sort of political insanity to put such a weapon into the hands of any foreign Power. The Peninsular and Oriental Company had received notice of the termination of their contract on the 1st of February next, and the tenders for the new contract were to be sent in by the 16th of September. He did not see how, in the interval, the Government could enter into any new contract, because they could not obtain the approval of Parliament. Any plan of the Government must necessarily come under the review of Parliament next session, and if it were not suitable to the exigencies of the service, and did not adopt the recommendations of the committee, he should invite the House to express its opinion upon their conduct.—Mr. HUNT said it was obvious that the main objection raised to the slight deviation by the Government from the direct recommendation of the committee was owing to their endeavour to promote economy; and they could hardly be blamed for doing that if it were consistent with the efficiency of the service. But he was prepared to show that the whole spirit of the recommendations of the committee had been embodied in the proposals of the Government. The Government were anxious to ascertain the cost of conveying the mails from Aden to Yokohama, and what would be the further cost of conveyance to Suez. The loss was on the Indian service, £48,000; China, £34,000; and Australia, £78,000. It was estimated that the weekly service to Bombay would entail a further loss of £40,000, making together nearly £90,000. The hon. gentleman had objected that an additional charge was to be imposed on the public to meet this loss; but he (Mr. Hunt) maintained that the additional charge would be upon those who used the service and for the relief of the public. After careful consideration it had been decided that the charge for the half ounce letter should be 9d. In reference to the question of speed, he need only say that this was a question of money, and the Government had asked for tenders showing the comparative cost for the different rates of speed. With regard to the routes from Marseilles and Brindisi, the Government were right in asking for tenders from both ports, and another reason why they did so was that, according to a report from Captain Tyler, a saving of 36 hours would be effected between England and Alexandria by the adoption of the Mont Cenis and Brindisi route. With reference to what had been said respecting the Messageries Imperiales, the Government had asked for tenders from all the world, and were they in that case to say no Frenchman need apply? But if what the honourable member for the City of London had said, namely, that the terms under which the French company were employed by the French Government would prevent their tendering to the English Government, were correct, there was no occasion for the alarm he had expressed. He trusted that he had now gone through the points raised by the hon. gentleman, and had given a satisfactory answer to them.—Mr. CHILDESS could not agree that everything the hon. gentleman had done was satisfactory. On the contrary, it was very much to be regretted that the Government should in many points not have adopted the recommendations of the committee, and in others where they have adopted it in its letter they should have considerably departed from its spirit. The Treasury ought to have carried on the service by means of temporary arrangements till the completion of the Indian railways. It was again very ill-advised to call for tenders for the India and China service only. It would be extremely inexpedient to enter into arrangements with the Messageries Imperiales Company, which was a foreign company, having a contract with another Government, and it would be impossible to make the necessary arrangements with the company itself unless they consulted the French Government.—Mr. SAMUDA said that the question had branched out into one of general policy, and he thought the attention of the committee had been diverted from the recommendations. A memorial from the Peninsular and Oriental Company had been presented to the Government, complaining that it should have invited tenders from the Messageries Imperiales Company, and contending that there was nothing in the report of the committee which justified them in so doing. The Peninsular Company had now fifty-three vessels employed in the mail service, and those vessels had involved an expenditure of about three millions sterling. The effect of depriving them of the contract would be equivalent to a depreciation of the stock to the amount of about 10 per cent., and the vessels, which cost £3,000,000, would not, on a sale, produce more than £1,000,000. The entire sum paid in dividends was only £7,800,000; so that the entire earnings during ten years would not cover the depreciation. Originally they charged the country about 17s. 6d. a mile, and they now charged only 5s. a mile. They had, on renewal of the contract, diminished their charges to the country. In the first instance, they were paid 17s. 6d. per mile. At present their remuneration was only 5s. 6d. a mile. At the same

time, they were about to lose the profits they had made from the transport of troops, and were exposed to a severe competition, especially in respect of the Messageries Company, which was, in point of fact, no company at all, but a branch of the French Government. That was, that it was a hot-house plant, which could not flourish or even exist without the encouragement and support of the Government. So long as we kept the Peninsular and Oriental Company doing our work, we had their force of 16,000 men to draw upon, in case of necessity, to man our fleet; but if we engaged with a foreign company, those men, or at all events the greater part of them, would be thrown out of the employment of that company, and would be absorbed in the general mercantile marine, where we could not so easily command their services.—Mr. LAING said it seemed to him the Government had not fully appreciated the great gravity of the principal question before them. It was evident that the recommendations made by the committee were something entirely different from the course now taken. It was clear the Government had contemplated throwing a tender open for the whole of the service in the East to the French company; but there were questions of public policy involved in this subject. The motive which led the French Government to subsidise their line of steamers was distinctly that of increasing her political influence in the East. That being the case, if a tender for the service throughout the East were really thrown open to a French company, he did not doubt but that the French Government would be prepared to back up their company with any amount of additional subsidy, so as to take the service out of the hands of an English company. The duty of the Government was not simply to look at the matter as a question of profit and loss, but to keep up a postal communication with India on the most perfect system, and not entrust it to the hands of any foreign company. The problem for them to solve, therefore, was to get it done at the cheapest rate consistent with efficiency.—Mr. HUNT wished to explain with regard to the Messageries Imperiales that the Government had thrown open the tenders to foreign countries, and that it was only proposed to accept the services of that company as a third service in the month.—Colonel SYKES had always been an advocate for competition in these matters, but then those who were to tender must stand on an equal footing. The Messageries Imperiales were chiefly supported by a subvention which the English Government would not give to any company whatever. To invite English companies to compete with such a body as this was therefore idle. The French company would make an offer much below any which could be made in this country. Would the Government accept that offer? If they did, they placed our postal communications with foreign dependencies in the hands of a foreign Government, for this company was nothing more than a Government institution. (Hear, hear.) It would be an act of great indiscretion to make a contract with such a company. The Peninsular and Oriental Company with its 53 ships had really been an auxiliary to the navy. If a contract were made between this and next session, whoever the contractors might be, they ought to make it subject to the condition that they should be entitled to no recompense if it were not approved by Parliament.—Mr. LAING suggested that the best thing would be to make a temporary arrangement with the Peninsular Company, so as to bring the question under the cognisance of Parliament next year. (Hear, hear.) But if that could not be done, a special arrangement should be made with the new contractors to the effect that the arrangement should in the first instance be for a limited time.—Mr. CHILDEAS strongly seconded this suggestion, and Mr. GLADSTONE said it would not be unreasonable to ask the Government to declare their intentions before the House separated.—The CHANCELLOR of the EXCHEQUER signified his acquiescence.

THE WEST INDIA MAILS.

(Aug. 1st.) Mr. J. SMITH strongly urged the claims of Falmouth as a point of departure for the West India mail.—This called up Sir R. COLLIER, who protested against this unprovoked attack which the hon. gentleman had made on Plymouth. (Laughter.)—Mr. KENDALL and Mr. WYLD, on the other hand, asked for a commission to inquire into the claims of the Cornish port.—Mr. J. A. SMITH and Mr. R. GURNEY, however, insisted on the advantages presented by Southampton. (A laugh.) After some further conversation, Mr. HUNT said the present arrangement with Plymouth was an experimental one, and would only last two years.

THE AMERICAN MAIL.

(6th.) Mr. GRAVES asked the Secretary to the Treasury if it was intended to confine the tenders for conveyance of Her Majesty's mails from the United Kingdom to New York to ships sailing under the British flag; and, if not, whether vessels tendering under a foreign flag will be subject to the surveys and conditions imposed on British ships carrying Her Majesty's Mails.—Mr. HUNT said the arrangement acceded to by the late Government was that the Post-office in this country provide for the conveyance of mails on stated days from the ports of the United Kingdom, and that the United States should provide for the return mails. There was no restriction as to flag; but, other things being equal, the Postmaster-General would certainly give preference to vessels sailing under the British flag. Any vessel under a foreign flag would be under the same conditions imposed on British ships.

Monetary and Commercial.

An Indian telegram of the 22nd July states that the plan for an amalgamation of the Bank of Bombay with the Bank of Bengal has fallen through. A strong effort was now being made for a reconstruction of the Bank of Bombay, and the new capital is said to have been nearly subscribed.

At a meeting of shareholders in the Bank of Hindustan, China, and Japan, the report of the liquidators (noticed in our last issue) was adopted. Captain Engledeue explained that although the bank's affairs in India had been grossly mismanaged, he wished to exonerate from any participation in such mismanagement two gentlemen connected with the bank, Mr. Ross and Mr. Archibald Stewart, whose services had been of the

utmost importance to it. In reply to some other questions, the chairman stated that their losses sustained by the Bank of Bombay had been £600,000; at Calcutta, £160,000; at China, £150,000; and in England, £128,300, in all £1,038,300. Their total liabilities at the present time were £444,500.

The biddings for bills on India were held on the 7th, at the Bank of England. The amounts allotted were—to Calcutta, £167,300; to Madras, £21,000; and to Bombay, £100,000. The minimum price was fixed as before, at 1s. 11d. per rupee on all the Presidencies. Tenders at 1s. 11½d. on Calcutta and Madras will receive in full; those at that price on Bombay about 48 per cent. All tenders above that price will receive in full. The terms thus obtained are about ½ per cent. higher than those on the previous occasion, and indicate a slight increase in the demand for means of remittance to the East.

The following circular, dated 30th July, has been issued by the liquidators of the China Steamship and Labuan Coal Company:—

Sir,—It having been stated at the meeting on the 19th June that the shareholders would be called together as soon as a report from Mr. Price arrived, and that such report was expected in the course of this month, we think it right to inform you, that according to the last advices from Singapore Mr. Price had found it necessary to go to Manila for the month of July, and, consequently, no report can be expected from him until September. Under these circumstances, we think it will cause the shareholders useless expense and trouble for the meeting to be held now as originally intended; but we shall, of course, call the shareholders together as soon as we receive Mr. Price's report. The petition by Messrs. Laird, who are shareholders, to wind-up the company compulsorily in the Court of Chancery, or under its supervision, has resulted in an order being made for the voluntary winding-up to be continued, but under the supervision of the court, with the usual liberty to apply for the intervention of the court in any matters relating to the winding-up.—We are, Sir, your obedient servants,
J. D. H. ELPHINSTONE, Bart., } Liquidators.
JAS. B. GIBBONS, }

A call of £10 per share has been made in the matter of the Asiatic Banking Corporation, now in liquidation, payable next month.

The dollars by the West India steamer *Douro* were sold at 4s. 11½d. per ounce, and the bar silver at 5s. 0½d. The latter price shows no variation, but some transactions had taken place previously in dollars for the East at 4s. 11½d. The *Pantheon* steamer from New Orleans brought 800,000 dollars, which have also fetched 4s. 11½d.

The East Indian Railway Company have been authorised to issue forthwith £1,000,000 in 4½ per cent. debentures having five years to run, but not at any time convertible into stock. The readiness with which the guarantee system is allowed to be put in force for Indian interests, assisted by all the prestige of the Home Government, is a point for especial remark in contrast with the tone taken to the unfortunate investors in English lines, who have staked their means on the success of companies created and nursed and tied down in all their proceedings by Acts of the Imperial Parliament.

A meeting of the Anglo-American Telegraph Company has been held, when the directors' report, announcing a dividend at the rate of 23 per cent. per annum, was adopted. The chairman, Sir D. Gooch, M.P., expressed a hope that the tariff would be reduced one-half by the 1st of September next, and mentioned that a vessel would leave immediately to repair the injured cable. It was stated that the earnings of the last four months show a falling off of about £200 per day.

At a special meeting of the proprietors of the London and Westminster Bank the resolutions previously passed for increasing the capital were confirmed.

At the half-yearly meeting of the London and County Bank the report of the directors was adopted, and the usual half-yearly dividend of 6 per cent. and a bonus of 5 per cent. were declared, being equal to 22 per cent. per annum. The report, which will be found elsewhere, is of a most favourable nature, and was received with great satisfaction.

With regard to the advices of the opening of the Tea season recently received from China, the *Produce Market Review* says:—

Notwithstanding the low prices given at the opening of the tea season, we learn by more recent advices received from Foo-chow that the severe lessons experienced by the English merchants there have not even yet been severe enough to stop reckless shipping. It is said that the eagerness to ship as large a quantity as possible, in the shortest possible time, is nearly equal to that exhibited last year. The repetition of this unnecessary competition, although it is not likely to lead to such disastrous results, owing to the much more reasonable terms on which the tea has been bought, has unduly raised prices. The extreme haste to purchase shown, is, in our opinion, an exceedingly doubtful policy, for the rush for new season's teas has very much diminished of late years, as the supply of fine kinds increased. The retail trade are still, although their stocks are so much reduced, able to refrain from buying for some time, and their lessening desire to purchase new season's tea will certainly not be increased by

the probability that they will be able to buy more cheaply if they delay their purchases for a few weeks after the first arrivals.

The following, on the State of the Silk market, is from Messrs. Jacob, Hogg, and Co.'s Circular of the 1st inst. :—

We have arrived at a period of the year at which it is not unusual for more or less inactivity to be displayed on the Silk market. But although we cannot expect much spirit to be manifested on the part of buyers at a moment immediately preceding the first arrivals of the new season's silk, yet so complete has been the stagnation of the past month that it may be described as almost unprecedented. It is not easy to assign any sufficient reason for our present position; it should, however, be borne in mind that our most sensitive market is particularly open to the influence of those numerous and subtle complications, commercial and political, which are at the moment restricting so generally the trade of the country, as evinced by the extraordinarily low Bank rate of discount (2 per cent.) now ruling. In China Silk there have been two or three parcels of No. 3 Tsatlee sold at 27s. per lb., to be delivered any time before the end of December; these transactions must be considered the expression of opinion as to future rates on the part of the individual operators, rather than an indication of prices now current. For Japan Silk there is no market, and our quotations must be considered purely nominal.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month and half-year ending the 30th June last present, on the whole, a more satisfactory appearance than they have done in any previous month. The value of the Exports for the month of June was £15,490,091, which is an increase of 5 per cent. upon those for June, 1866, when the value was £14,630,120. The Exports for the half-year, however, present, when compared with those for the corresponding period of last year, a decrease of 6 per cent., the value being £87,613,484 for 1867, and £92,857,830 for 1866, but this deficiency is less than that observable in the first quarter of the year, which amounted, it will be remembered, to 10 per cent.

The Import returns for the month of May also exhibit a marked improvement, the value of the Imports for that month being £23,275,243, against £23,225,301 for May, 1866, showing an increase for the present year of £49,942. For the five months there is a slight decrease, the value of the Imports being £8,589,319, or 9 per cent. less than for the five months of last year. The value is returned at £83,441,393 for 1867, and £92,030,712 for 1866.

Our Export trade with the Far East presents, according to these returns, considerable depression, the value of the Exports to China (exclusive of Hong Kong) for the five months ended 31st May, 1867, being 20 per cent. less than the value for the corresponding period of last year. To Hong Kong the reduction amounts to 43 per cent., to Japan 15 per cent., to Ceylon 16 per cent., and to Java 1 per cent. On the other hand, the Exports to Singapore and the Straits Settlements show an increase of 7 per cent., and to the Philippine Islands of 37 per cent., when compared with the five months of 1866.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East :—

IMPORTS.

The total quantity of Raw Cotton imported during the month and six months ended 30th June, and the value to the 31st May, are thus given :—

From	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
China	4,390 ..	— ..	2,666 cwt.
British India ..	209,951 ..	728,646 ..	400,721 ..
Egypt	109,663 ..	68,287 ..	45,634 ..
Total from all parts ..	471,881 ..	1,677,672 ..	1,293,724 ..
From	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
China	210,885 ..	— ..	4,707 cwt.
British India ..	1,135,842 ..	2,378,199 ..	999,536 ..
Egypt	769,871 ..	619,538 ..	702,831 ..
Total from all parts ..	3,108,853 ..	6,857,742 ..	5,647,206 ..
From	Value for the Month ended 31st May.		
	1865.	1866.	1867.
China	£252,585 ..	— ..	— ..
British India ..	1,324,530 ..	£2,723,419 ..	£1,013,626 ..
Egypt	395,775 ..	1,023,937 ..	729,991 ..
Total from all parts ..	3,215,418 ..	9,152,992 ..	8,303,644 ..
From	Value for the Five Months ended 31st May.		
	1865.	1866.	1867.
China	£936,099 ..	— ..	£10,001 ..
British India ..	4,688,073 ..	£9,066,887 ..	£2,290,194 ..
Egypt	5,323,848 ..	5,020,493 ..	4,814,052 ..
Total from all parts ..	17,182,887 ..	38,997,752 ..	25,883,272 ..

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown :—

From	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
Ceylon	7,794,493 ..	11,346,468 ..	11,229,174 lbs.
Other British Possessions	892,458 ..	715,128 ..	429,029 ..

	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
Ceylon	29,908,873 ..	31,588,282 ..	36,103,245 lbs.
Other British Possessions	7,013,485 ..	2,284,116 ..	4,474,682 ..
	Value for the Month ended 31st May.		
	1865.	1866.	1867.
Ceylon	£232,515 ..	£153,693 ..	£290,447 ..
Other British Possessions	41,406 ..	22,677 ..	27,600 ..
	Value for the Five Months ended 31st May.		
	1865.	1866.	1867.
Ceylon	£759,106 ..	£658,692 ..	£855,440 ..
Other British Possessions	190,919 ..	115,999 ..	120,202 ..

The following quantities were entered for Home Consumption :—

	In the Month ended 30th June.		
	1865.	1866.	1867.
Ceylon	1,577,529 ..	2,029,947 ..	1,531,057 lbs.
Other British Possessions	563,791 ..	397,551 ..	384,940 ..
	In the Six Months ended 30th June.		
	1865.	1866.	1867.
Ceylon	10,012,945 ..	11,612,212 ..	10,848,616 lbs.
Other British Possessions	4,262,469 ..	3,036,821 ..	3,322,391 ..

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
Of 3rd quality ..	35,506 ..	— ..	— cwt.
Of 4th do. ..	48,024 ..	26,570 ..	5,883 ..
Total, all qualities ..	83,530 ..	26,570 ..	5,883 ..
	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
Of 2nd quality ..	2,117 ..	2 ..	— cwt.
Of 3rd do. ..	89,819 ..	50,327 ..	63 ..
Of 4th do. ..	390,901 ..	138,777 ..	151,394 ..
Total, all qualities ..	422,837 ..	189,108 ..	151,457 ..
	Value for the Month ended 31st May.		
	1865.	1866.	1867.
Of 3rd quality ..	— ..	£35,444 ..	— ..
Of 4th do. ..	£15,987 ..	50,319 ..	£57,903 ..
Total, all qualities ..	15,987 ..	85,763 ..	57,903 ..
	Value for the Five Months ended 31st May.		
	1865.	1866.	1867.
Of 2nd quality ..	£2,214 ..	£3 ..	— ..
Of 3rd do. ..	52,195 ..	46,612 ..	£63 ..
Of 4th do. ..	280,399 ..	94,037 ..	118,031 ..
Total value ..	334,808 ..	140,652 ..	118,094 ..

The following were the quantities entered for Home Consumption :—

	In the Month ended 30th June.		
	1865.	1866.	1867.
Of 2nd quality ..	515 ..	1 ..	— cwt.
Of 3rd do. ..	22,871 ..	4,352 ..	190 ..
Of 4th do. ..	15,409 ..	19,440 ..	36,342 ..
Total, all qualities ..	38,795 ..	23,793 ..	36,532 ..
	In the Six Months ended 30th June.		
	1865.	1866.	1867.
Of 2nd quality ..	1,720 ..	4 ..	191 cwt.
Of 3rd do. ..	110,299 ..	26,759 ..	65,317 ..
Of 4th do. ..	110,972 ..	80,307 ..	187,050 ..
Total, all qualities ..	222,991 ..	107,070 ..	252,558 ..

The Hemp imported from the Philippine Islands during the month and six months presents the following figures :—

	1865.		
	1866.	1867.	
Quantity for the month ended 30th June ..	14,346 ..	— ..	11,334 cwt.
Quantity for the six months ended 30th June ..	104,331 ..	27,327 ..	42,503 ..
Value for the month ended 31st May ..	£22,994 ..	£20,402 ..	£33,043 ..
Value for the five months ended 31st May ..	£126,702 ..	£59,517 ..	£79,029 ..

The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
China	6,559 ..	— ..	— lbs.
* Egypt	63,749 ..	163,371 ..	173,209 ..
Other Countries ..	112,917 ..	70,020 ..	56,262 ..
Total	183,225 ..	233,391 ..	229,471 ..
	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
China	90,564 ..	79,295 ..	24,551 lbs.
British India ..	4,260 ..	57,271 ..	— ..
* Egypt	1,757,688 ..	1,454,035 ..	1,797,040 ..
Other Countries ..	684,605 ..	728,970 ..	960,088 ..
Total	2,537,115 ..	2,319,571 ..	2,781,679 ..
	Value for the Month ended 31st May.		
	1865.	1866.	1867.
China	£37,721 ..	£16,761 ..	£9,828 ..
* Egypt	415,353 ..	155,480 ..	334,996 ..
Other Countries ..	139,749 ..	121,479 ..	149,494 ..
Total	592,823 ..	293,720 ..	494,318 ..
	Value for the Five Months ended 31st May.		
	1865.	1866.	1867.
China	£104,016 ..	£92,608 ..	£31,266 ..
British India ..	4,047 ..	64,430 ..	— ..
* Egypt	2,042,957 ..	1,507,267 ..	2,094,606 ..
Other Countries ..	728,020 ..	898,344 ..	1,264,477 ..
Total	2,878,040 ..	2,562,649 ..	3,390,349 ..

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and six months ended 30th June, and their value to the 31st

May of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and six months ended 30th June are returned as follows:—

	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
Coffee (lbs.)	11,917,267	13,786,798	16,200,084
Hemp (cwt.)	61,987	107,651	64,641
Thrown Silk (lbs.)	2,224	1,910	16,871
Tea (lbs.)	9,689,689	19,316,618	3,812,619
Unrefined Sugar (cwt.)	1,180,312	868,196	1,112,193

	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
Coffee (lbs.)	47,356,214	45,587,655	53,641,347
Hemp (cwt.)	249,739	280,912	189,208
Thrown Silk (lbs.)	12,197	22,372	58,813
Tea (lbs.)	66,651,604	75,434,526	62,296,138
Unrefined Sugar (cwt.)	4,313,475	4,853,486	5,608,860

	Value for the Month ended 31st May.		
	1865.	1866.	1867.
Coffee	£334,337	£248,965	£376,855
Hemp	66,167	97,020	72,910
Thrown Silk	3,454	6,897	24,861
Tea	459,890	1,112,691	553,642
Unrefined Sugar	940,678	1,249,959	1,359,553

	Value for the Five Months ended 31st May.		
	1865.	1866.	1867.
Coffee	£1,152,872	£991,282	£1,182,491
Hemp	281,273	331,134	241,125
Thrown Silk	18,785	42,112	92,306
Tea	4,008,005	4,359,285	4,314,895
Unrefined Sugar	3,234,502	4,230,296	4,779,029

	Entered for Home Consumption in the Month ended 30th June.		
	1865.	1866.	1867.
Coffee (lbs.)	2,431,959	2,595,555	2,293,125
Tea (lbs.)	19,786,751	8,432,671	8,291,068
Unrefined Sugar (cwt.)	873,739	864,625	1,030,507

	Entered for Home Consumption in the Six Months ended 30th June.		
	1865.	1866.	1867.
Coffee (lbs.)	15,475,676	15,832,825	16,221,241
Tea (lbs.)	49,429,873	50,040,925	53,233,827
Unrefined Sugar (cwt.)	5,065,032	4,843,807	5,756,975

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th June, 1867, compared with the two previous years:—

	1865.	1866.	1867.
Coffee (lbs.)	23,690,450	33,723,475	34,616,077
Tea (lbs.)	107,972,212	107,379,611	94,164,344
Unrefined sugar (cwt.)	3,034,796	3,386,112	3,020,489

EXPORTS.

The Exports to China and Hong Kong during the month and six months are returned as follows:—

	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
Cotton yarn	71,900	247,200	1,018,778 lbs.
Cotton manufactures	10,974,598	13,843,521	14,495,812 yds.
Worsted stuffs	1,623,633	2,203,819	2,258,515 "
Woolen & worsted cloths	133,977	142,734	68,324 "
Lead	1	361	292 tons.

	Quantity for Six Months ended 30th June.		
	1865.	1866.	1867.
Cotton yarn	868,862	2,524,426	3,009,648 lbs.
Cotton manufactures	55,443,842	85,781,896	67,441,196 yds.
Worsted stuffs	8,240,445	10,992,616	13,282,564 "
Woolen & worsted cloths	794,394	957,737	757,615 "
Lead	930	4,063	1,378 tons

	Value for the Month ended 30th June.		
	1865.	1866.	1867.
Cotton Yarn	£4,772	£14,973	£73,494
Cotton manufactures	219,310	323,253	291,076
Worsted stuffs	123,156	143,282	152,854
Woolen & worsted cloths	27,345	28,907	9,386
Lead	15	7,989	6,045

	Value for Six Months ended 30th June.		
	1865.	1866.	1867.
Cotton yarn	£82,217	£255,027	£226,745
Cotton manufactures	1,245,853	2,155,377	1,971,261
Worsted stuffs	622,739	737,633	851,738
Woolen and worsted cloths	141,174	159,851	118,637
Lead	20,419	89,725	28,402

To other countries in the Far East the following quantities of Cotton Yarn were exported:—

To	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
Ceylon	26,250	219,824	30,300 lbs.
Singapore	197,000	31,720	74,200 "

	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
Ceylon	98,192	344,978	71,300 lbs.
Singapore	853,390	559,370	1,204,799 "

	Value for the Month ended 30th June.		
	1865.	1866.	1867.
Ceylon	£2,300	£23,769	£3,030
Singapore	£15,220	3,335	£5,480

	Value for the Six Months ended 30th June.		
	1865.	1866.	1867.
Ceylon	£8,390	£43,025	£6,865
Singapore	79,667	60,609	107,979

Of Cotton Manufactures the following were the Exports:—

To	Quantity for the Month ended 30th June.		
	1865.	1866.	1867.
Ceylon	1,165,923	3,002,503	802,430 yds.
Singapore	6,755,337	3,187,675	4,595,020 "
Java	4,863,609	9,340,032	3,731,066 "
Philippine Islands	1,846,732	3,619,696	4,226,700 "

	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
Ceylon	5,479,456	10,183,566	9,881,493 yds.
Singapore	26,981,446	25,728,637	35,878,443 "
Java	15,853,825	27,572,125	19,653,386 "
Philippine Islands	15,144,865	11,829,054	19,580,772 "

	Value for the Month ended 30th June.		
	1865.	1866.	1867.
Ceylon	£27,436	£73,140	£23,602
Singapore	124,716	57,814	96,352
Java	95,557	220,352	94,337
Philippine Islands	45,128	87,251	106,825

	Value for the Six Months ended 30th June.		
	1865.	1866.	1867.
Ceylon	£141,566	£277,818	£225,397
Singapore	556,159	608,398	741,359
Java	343,442	676,846	459,379
Philippine Islands	375,829	312,468	482,759

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the six months ended 30th June of the present and two preceding years:—

	Quantity for the Six Months ended 30th June.		
	1865.	1866.	1867.
Cotton yarn	39,958,819	63,481,909	76,133,031 lbs.
Cotton manufactures	942,871,056	1,196,185,533	1,304,110,080 yds.
Worsted stuffs	86,550,078	114,368,940	99,374,466 "
Woolen & worsted cloths	11,453,481	16,486,345	14,870,973 "
Lead	10,672	13,950	11,421 tons

	Value for the Six Months ended 30th June.		
	1865.	1866.	1867.
Cotton yarn	£3,959,241	£6,680,747	£7,131,807
Cotton manufactures	20,814,399	28,928,988	26,064,166
Worsted stuffs	5,206,182	6,670,644	6,142,068
Woolen & worsted cloths	1,747,298	2,558,698	2,514,866
Lead	231,192	312,731	250,151

During the month and five months ended 31st May of the present and two previous years, the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows:—

	For the Month ended 31st May.		
	1865.	1866.	1867.
China(exclusive of H. Kong).	£166,540	£527,750	£410,891
Hong Kong	172,706	345,913	162,798
Japan	168,031	262,218	84,187
Singap. & Straits Settlements	75,564	199,058	213,739
Ceylon	69,229	67,081	51,768
Philippine Islands	178,364	74,325	109,570
Java	122,530	66,809	64,804

	For the Five Months ended 31st May.		
	1865.	1866.	1867.
China(exclusive of H. Kong)	£1,395,843	£2,150,532	£1,700,697
Hong Kong	658,275	1,247,446	717,063
Japan	580,958	736,191	623,395
Singap. & Straits Settlements	673,610	854,508	916,166
Siam	15,129	4,088	—
Ceylon	241,984	360,513	301,900
Philippine Islands	458,729	292,312	467,375
Java	332,015	563,758	553,214

MANCHESTER MARKETS.

The market remains in a languid state. Prices of both Yarns and Goods continue to favour buyers, and business altogether partakes of a retail character. Quotations are:—Grey Shirtings: 7 lbs., 8s. 7½d. to 9s.; 8½ lbs., 11s.; Cotton Yarn: Nos. 16-24, 1s. 2½d. to 1s. 3d.; Nos. 28-32, 1s. 3d. to 1s. 4½d.; Madapollams, 8s. 10½d.; Long Cloths, 10s.; T-Cloths, 6s. 6d.; White Spot Shirtings, 12s.; Damasks, 21s.

CUSTOMS REPORT OF TRADE IN CHINA.

The following summary of the trade of the Treaty Ports for April, 1867, is compiled from the reports of the Commissioners of Customs, issued by the Inspector-General at Shanghai:—

SHANGHAI.—During the month of April 145 vessels were entered inwards, tonnage 25,918 tons; and 142 cleared outwards, tonnage 65,632 tons. The imports were:—Grey Shirtings, 204,092 pieces; White Shirtings, 25,650; Dyed Shirtings, 3,999; White Spots and Brocades, 9,499; Dyed do., 4,587; T-Cloths, 43,013; Grey Drills, 2,155; American do., 46,010; Dutch do., 6,460; Chintzes, 9,049; Turkey Red Cloths or Cambrics, 4,750; Dyed Damasks, 1,210; Velvets, 336; Velvetene, 914; Lawns, 2,000; Camlets, 5,180; Imitation do., 1,241; Habit, Medium, and Broad Cloth, 1,806; Spanish Stripes, 5,696; Lastings, 1,294; Imitation do., 850; Long Ells, 7,400; Lustres, Figured and Plain, 43,793 pieces; Cotton Handkerchiefs, 5,235 dozens; British Coals, 3,701 tons; Japan do., 1,056; Australian do., 2,953; American do., 2,178 tons; Window Glass, 500 boxes; Iron, 4,349 piculs; Lead, 1,042; Tin, 1,498; Steel, 7; Quicksilver, 34; Seaweed, 6,229; Black Pepper, 439; Sandalwood, 515; Sapanwood, 2,485; Rice, 2,091; Raw Cotton, 862; Raw Silk, 15; Black Tea (Hankow), 434; do. (Kiukiang), 236; Green Tea (Ningpo), 1,651; do. (Kiukiang), 338; Brown Sugar, 52,255; White do., 22,484; Hemp, 1,491; Liquid Indigo, 5,331; Nut Galls, 1,473; Wood Oil, 10,344; Rhubarb, 231 piculs. The Opium imported was as follows:—Malwa, 2,153 chests, 2,153 piculs; Patna, 843 chests, 1,011 piculs; Benares, 362 chests, 434 piculs; Persian, 18 chests, 18 piculs; total, 3,376 chests, 3,616 piculs. The total duties collected during the month amounted to 171,175 taels.

NINGPO.—During the month of April 63 vessels were entered inwards, and 60 cleared out. Imports: Malwa Opium, 372 piculs; Patna do., 80; Benares do., 13; Brown Sugar, 7,589; White do., 188; Black Pepper, 651; Rice, 30,868; Medicines, 1,234; Iron Wire, 35; Iron Nails, 7; Nail Rod do., 714; Bar Iron, 100; Tin, 259; Steel, 40; Lead, 1,756 piculs; Cottons, 80,920 pieces; Woollens, 650 pieces. Exports: Green Tea, 1,677

piculs; Raw Silk, 4; Silk Piece Goods, 15; Cotton, 4,248; Medicines, 1,324 piculs; Straw Mats, 54,330; Paper Fans, 144,539 pieces. Total of duties collected during the month, 15,298 taels.

FOOCHOW.—During the month of April 23 vessels were entered inwards, tonnage, 12,524 tons; and 22 cleared outwards, tonnage, 11,897 tons. Imports: Bean Cake, 12,353 piculs; Raw Cotton, 661; Dates, 851; Nail Rod Iron, 836; Lead, 825; Medicines, 284; Nankeens, 1,182; Tea Paper, 289; Peas, 1,904; Rice, 4,967; Salt Fish, 85; Sugar, 1,798; Sugar Candy, 280; Prepared Tobacco, 212; Wheat, 5,129 piculs; Malwa Opium, 267 chests; Patna do., 135; Benares do., 90; Persian do., 31 chests; Cotton Piece Goods, 24,874 pieces; Tea Mats, 32,420; Woollen Piece Goods, 1,205 pieces. Exports: Bamboos, 89 piculs; Medicines, 107; olives, 169; Paper, 4,252; Joss do., 501; Preserves, 90; Red Rice, 196; Tea, 72 piculs; Plants, 71,050 pieces; Sugar Canes, 23,470; Poles, 69,911 pieces; Planks, 5,833 square feet. Total of duties collected during the month, 39,406 taels.

AMOI.—During the month of April 40 vessels were entered inwards, and 37 cleared outwards. Imports: Opium, 549 piculs; Cotton Yarn, 371; Raw Cotton, 1,088; Rice, 12,641; Oil Cake, 22,064; Native Raw Cotton, 6,472; Bean Cake, 18,010; Peas and Beans, 3,567 piculs; White Shirtings, 804 pieces; Grey do., 3,017; Dyed do., 893; Brocades and Spotted Shirtings, 557; American Drills, 191; Chintzes, 73; T-Cloths, 4,097; Turkey Reds, 1,177; Camlets, 207; Spanish Stripes, 6 pieces. Exports: Brown Sugar, 690 piculs; Sugar Candy, 5,868; White Sugar, 451; Prepared Tobacco, 186; Preserves, 106; Paper, 1,138. Treasure: Imported, \$28,970; exported, \$220,720. Total of duties collected during the month, 27,430 taels.

SWATOW.—During the month of April 29 vessels arrived, and 32 cleared. Imports: Grey Shirtings, 2,850 pieces; White, 716; T-Cloths, 1,511; American Drills, 15; Dyed Cottons, 864; Coarse Linen, 271; Dutch Camlets, 10; English do., 80; Lastings, 42; Long Ellis, 15; Spanish Stripes, 42; Velvets, 100 pieces; Nail Rod and Bar Iron, 490; Steel, 13; Tin, 201; Cotton Yarn, 156; Cotton, 214; Grass Cloth, 15; Hemp, 93; Medicines, 28; Bean Cake (Newchwang), 30,645; do. (Chefoo), 27,324; Beans and Peas, 81,172; Native Cotton, 3,879; Manure Cake, 181; Medicines, 253; Nankeens, 76; Oil, 2,101; Pearl Barley, 785; Samschoo, 464; Vermicelli, 82 piculs; Malwa Opium, 148 chests; Patna do., 283 chests; Benares do., 52 chests. Exports to Japan: White Sugar, 10,616 piculs. To Hong Kong: Manufactured Iron, 81 piculs; White Sugar, 693 piculs. To Chinese Ports: Betel Leaf, 71 piculs; Coarse China Ware, 8; Ginger, 330; Grass Cloth, 517; Leather, 13; Paper (first quality), 322; second do., 2,843; Potato Flour, 507; Preserves, 550; Tobacco, 607 piculs; Paper Fans, 145,935 pieces. Export of Brown Sugar: To Shanghai, 24,685 piculs; to Chefoo, 3,129 piculs; to Tientsin, 2,019 piculs. Export of White Sugar: To Foochow, 890 piculs; to Shanghai, 27,330 piculs; to Chefoo, 7,601; to Tientsin, 21,984 piculs. Total of duties collected during the month, 42,876 taels.

CANTON.—During the month of April 89 vessels entered inwards, tonnage, 30,172 tons; and 95 cleared outwards, tonnage, 32,898 tons. Imports from Hong Kong: Amber, 28 piculs; Cinnabar, 55; Indian Cotton, 20,754; Native do., 1,508; Cotton Yarn, 1,623; Elephants' Teeth, 41; Ginseng, 226; Medicines, 225; Nankeens, 1,521; Dried Prawns, 86; Malwa Opium, 126; Patna do., 89; Rhubarb, 63; Silk Piece Goods, 47; Prepared Tobacco, 179; White Wax, 73; Yellow do., 90; Wool, 71; Guano, 10,399 piculs; Cotton Handkerchiefs, 2,979 dozens; White Shirtings, 5,668 pieces; Grey do., 8,399; T-Cloths, 5,732 pieces. Exports to England: Brass Ware, 47 piculs; Fine China Ware, 150; Preserves, 810; Refuse Silk, 37; Black Tea, 11,358 piculs; Canes, 315,000 pieces; Matting, 1,040 rolls. Exports to New York: Cassia Lignea, 50 piculs; Crackers, 12,040; Preserves, 827; Raw Silk, 93; Green Tea, 375; Turmeric, 100 piculs; Canes, 25,000 pieces; Matting, 5,100 rolls. Exports

to Bombay: China Ware, 54 piculs; Crackers, 138; Glass Bangles, 44; Glass Beads, 64; Raw Silk, 55; Black Tea, 210 piculs; Silk Umbrellas, 3,813 pieces. Exports to Hong Kong: Brass Foil, 33 piculs; Brass Ware, 35; Cassia Twigs, 108; Crackers, 37; Glass Bangles, 180; Glass Beads, 57; Glass Ware, 44; Dried Indigo, 52; Lacquered Ware, 33; Paper, 42; Preserves, 64; Rhubarb, 31; Fine Raw Silk, 132; Wild do., 115; Silk Piece Goods, 302; White Sugar, 500; Sugar Candy, 24; Black Tea, 295; Green do., 140; Prepared Tobacco, 21; Wood Ware, 118 piculs. Exports to Coast Ports: Arsenic, 200 piculs; Betel Nut, 447; Brass Buttons, 181; Glue, 187; Dried Indigo, 67; Red Lead, 157; White do., 245; Yellow do., 189; Dried Lichees, 206; Lung-ngans, 161; Medicines, 531; Nutgalls, 78; Paper, 449; Black Plums, 164; Preserves, 43; Rattans, 924; Sandalwood, 93; Shark's Fins, 31; Brown Sugar, 1,477; Sugar Candy, 3,908; White Sugar, 8,715; Prepared Tobacco, 1,193; Wood Ware, 75. Total of duties collected during the month, 80,813 taels.

KIUKIANG.—Imports: Opium, 203 chests; Lead, 1,642 piculs; Sandalwood, 35; Seaweed, 42; Sugar, 2,699; Black Pepper, 173; Copper Cash, 938; Cotton, 2,469; Salt Fish, 480 piculs; Grey Shirtings, 13,100 pieces; White do., 500; Grey T-Cloths, 9,715; Drills, 15; Brocades, 50; Chintzes, 410; Velveteens, 68; Long Ellis, 480; Lastings, 385; Spanish Stripes, 301; Medium Cloths, 74; Camlets, 760; Lustres, 100; Figured Orleans, 150 pieces; Cotton Handkerchiefs, 600 dozens. Exports: China Ware, 2 piculs; Grass Cloth, 787; Hemp, 293; Paper, 6,551; Tobacco, 933; Black Tea, 236; China Root, 110; Copper Cash, 1,610 piculs.

CHINKIANG.—Imports: Cotton Piece Goods, 4,802 pieces; Woollen Piece Goods, 589 pieces; Malwa Opium, 330 piculs; Patna do., 18; Benares do., 3; White Sugar (Native), 2,418; do. (Foreign), 600; Brown Sugar (Native), 3,015; do. (Foreign), 180; Sugar Candy, 42; Sandalwood, 558; Nail Rod Iron, 168; Pea Oil, 2,500; Wood Oil, 9,618; Vegetable Tallow, 1,455; Hemp, 284; Fungus, 72; Fine Grass Cloth, 36; Coarse do., 275; Paper, 121; Prepared Tobacco, 405; Leaf do., 396 piculs; Treasure, 6,200 taels. Exports: Silk Piece Goods, 39 piculs; Raw Cotton, 134; Native Cotton Cloth, 131; Hams, 4 piculs; Treasure, 82,238 taels. Total of duties collected during the month, 1,558 taels.

CHEFOO.—Imports: Malwa Opium, 152 piculs; Patna do., 28; Benares do., 8; Tin, 62; Paper (1st quality), 393; do. (2nd quality), 1,097; Seaweed, 3,907; Brown Sugar, 13,094; Sugar Candy, 25 piculs; Cotton Handkerchiefs, 2 dozen; White Shirtings, 1,400 pieces; Grey do., 27,550; Dyed do., 300; Spotted do., 4,749; T-Cloths, 12,990; White Brocades, 550; Dyed do., 1,399; Chintzes, 1,790; Drills, 5,510; Jeans, 160; Turkey Red Cloths, 850; Bunting, 200; Camlets, 240; Fustians, 80; Lastings, 335; Long Ellis, 220; Lustres, 5,227; Figured Orleans, 450; Spanish Stripes, 186; Woollen and Cotton Mixtures, 350; Needles, 6,000,000 pieces; Matches, 1,250 gross. Exports: Bean Cake, 51,130 piculs; Peas, 20,702; Dates, 469; Prepared Tobacco, 154; Silk Pongees, 110; Vermicelli, 976 piculs. Total of duties collected during the month, 15,502 taels.

TIENTSIN.—Imports: Grey Shirtings, 68,399 pieces; White do., 30,800; Blue do., 798; Chintzes, 11,781; Turkey Red Cambrics, 2,950; English Drills, 5,255; American Drills, 6,330; Dutch Drills, 2,849; T-Cloths, 35,427; Twills, 400; Jeans, 746; Velvets, 354; Velveteens, 1,020; Long Ellis, 760; English Camlets, 2,739; Dutch do., 20; Lastings, 410; Crape do., 2,984; Figured Orleans, 250; Plain Lustres, 7,545; Figured do., 4,690; Needles, 60,070,000 pieces; Malwa Opium, 662 piculs; Patna do., 81; Benares do., 3; Seaweed, 5,624; Brown Sugar, 4,898; White do., 11,932; Sugar Candy, 481; Brick Tea, 7,978; Black do., 1,386; Tea Dust, 79 piculs; Matches, 6,525 gross; Window Glass, 450 boxes. Exports: Cotton, 5,274 piculs; Red Dates, 3,309; Black do., 267; Medicines, 3,667; Soap, 4,063; Tobacco, 949 piculs. Total of duties collected during the month, 52,293 taels. Total of Treasure imported, 17,109 taels; exported, 752,210 taels.

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The last issue (No. 58) contains, amongst other matters,—
DE LA LITTÉRATURE ARABEENNE; par Munk de l'Institut (since deceased).
LES GRANDES ÉPOQUES DE L'INDE DANS LEUR RAPOPORT AVEC LA CIVILISATION; par Léon de Rosny.
DEUX MOIS CHEZ LESSAUVAGES AINOIS (Japon) ORAISON FUNEBRE, TRADUITE DU COCHIN-CHINOIS; par Truong-vinh-ly.
BIBLIOGRAPHIE—NOUVELLES ET MÉLANGES—THÉÈNE ORIENTAL.
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Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 13 feet to 15 feet.

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The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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New Harbour, Singapore, June, 1867.

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At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

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M. BALFOUR, Manager.

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Recognised by the International Convention of 30th April, 1863.

	Francs.
Subscribed Capital ...	80,000,000 ... £3,200,000
Capital paid up ...	50,000,000 ... £2,000,000
To be paid up Sept. 15, 1867 ...	10,000,000 ... £400,000
Do. Mar. 15, 1868 ...	10,000,000 ... £400,000
Do. Sept. 15, 1868 ...	10,000,000 ... £400,000
Reserved Fund ...	30,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theodor. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL ... £750,000 0

RESERVE FUND ... £145,902 14

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COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

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Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

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Hong Kong & Whampoa	Chaa-see	Al 13 yr.	W.I.D.	Aug. 15.
Hong Kong & Whampoa	Channel Qun.	Al 11 yr.	W.I.D.	Aug. 25.
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Ditto	Laiou (new clipper)	Al 14 yr.	E.I.D.	To fol.
Ditto	Taeping	Al 14 yr.	E.I.D.	To fol.
Hong Kong & Whampoa	Arvon	Al 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki	Pampero	Al 9 yr.	E.I.D.	With des.

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Pt. de Galle & Ceylon	Ann Lucy	270	Al 11 yrs.	L.D.	Aug. 20.
Bombay	Begington	889	Al 1	Aug. 15	
Ditto	Pegasus	1183	Al 1	E.I.D.	To fol.

No. 22, Great St. Helen's, E.C.

To sail on August 13.



FOR SHANGHAI, the splendid new clipper-ship DURHAM, AAL, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers.

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To follow the "Tweed."



FOR HONG KONG and WHAM-

POA, the nearly new clipper-ship ALBERT VICTOR, Al 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander; lying in the East India Docks. This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

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To sail August 20.



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To sail August 20.



DIRECT FOR COLOMBO, the

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To follow the "Thames," sailing August 25.



FOR COLOMBO, CEYLON,

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To follow the "Jessie Gilbert," and will sail August 15.



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To follow the "Bebington," and will meet with the usual quick despatch.



FOR BOMBAY DIRECT, the

fine British-built clipper-ship PEGASUS, Al (owned by J. K. Welch, Esq., of London), 1,183 tons register, THOMAS CORNWALL, R.N.R., Commander, East India Docks. This splendid vessel, built in 1862, is noted for her fast-sailing qualities, and is confidently recommended to shippers.

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